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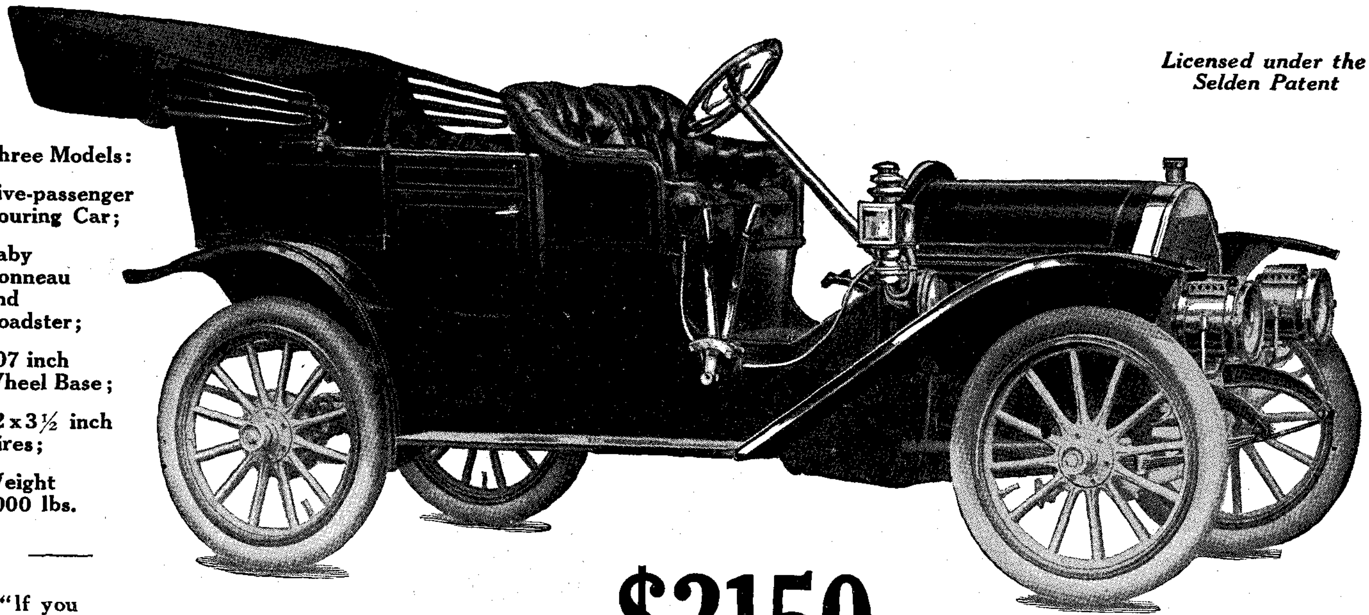

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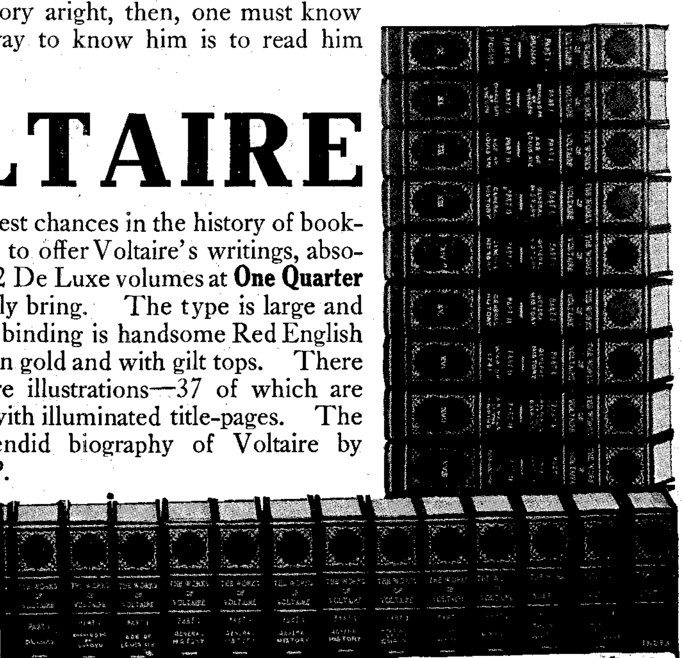

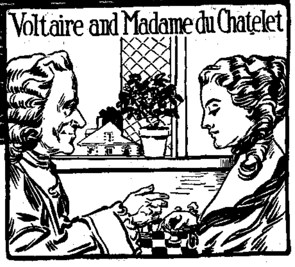
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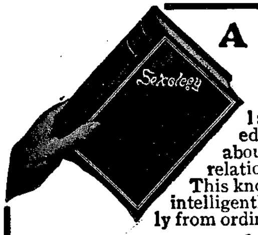

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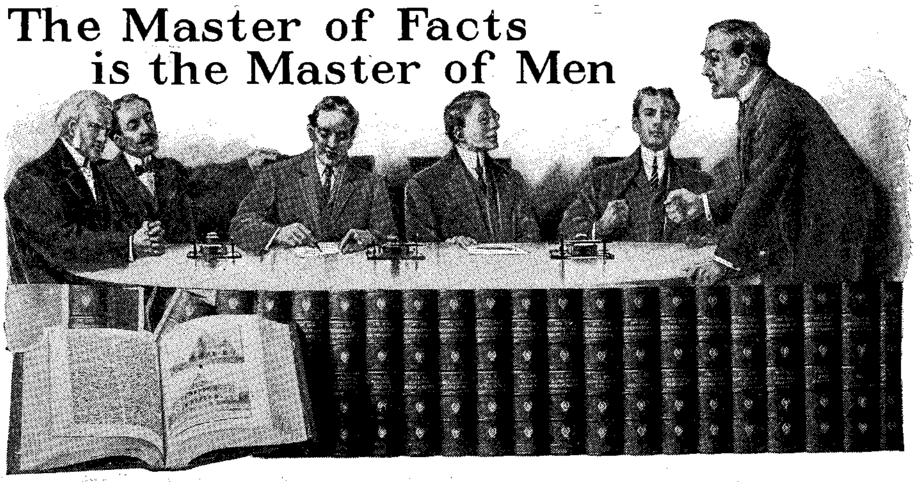

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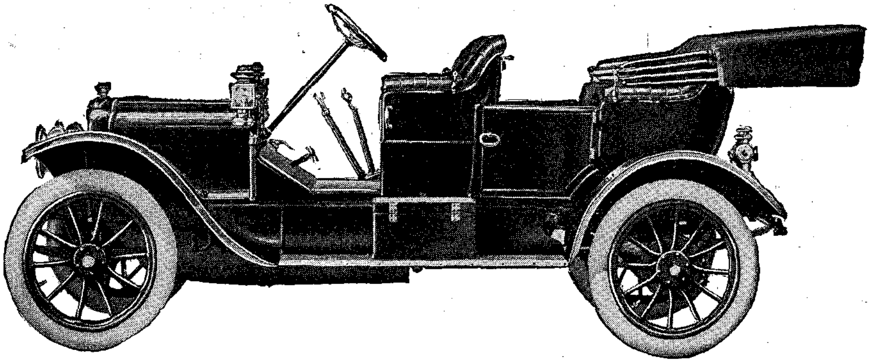

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VOL. XL., NO. 15 NEW YORK, APRIL 9, 1910 WHOLE NUMBER, 1042

TOPICS OF THE DAY

THE BRIGHT SIDE OF THE GRAFT REVELATIONS

A FINE optimism characterizes the editorial comment on the amazing stories of political corruption which are being unraveled in Pittsburg, Albany, New York, and Columbus. Pittsburg, declares the Louisville *Courier-Journal*, "is not more deeply mired in sin than formerly, but more intolerant of her situation." "These are wholesome days for the people of this State," asserts Governor Hughes in the face of the Albany revelations, and the newspapers of both parties echo his opinion. It is a sign of the times, says the Brooklyn *Eagle*, that old legislative scandals are being dragged into the light to embarrass and confound present conspirators against the public good.

WILL HE BE ANOTHER HUGHES?

As superintendent of insurance, William H. Hotchkiss has brought to light instances of fire-insurance lobbying at Albany which will probably result in another legislative investigation. Remembering the sensational rise of Charles Evans Hughes, who gained fame as an investigator of corruption, politicians are casting speculative glances in the direction of Mr. Hotchkiss.

Party lines disappeared in the vote of 40 to 9 in the Albany Senate, confirming the charge of bribery against Senator Jotham P. Allds. The downfall of Allds, says an Albany dispatch to the New York *Evening Post*, means "the end of a system," the collapse of "the bipartizan machine which has been for years an agent for evil in the politics of the State." The same paper in its editorial columns reminds us that "of all the attempts to punish corrupt legislators this is the first in which the legislature or one of its houses has found a member guilty of a criminal act." It bids us hope, says the New York *World*, that "the legislation of the Empire State will hereafter be shaped by fair argument on the open floor, and not by the hoarse whisperings of lobbyists behind closed doors." "A strong note has been sounded in New York State, the echo of which will be long heard," declares the Boston *Advertiser*, which adds that "so far from menacing the Republican party, it should strengthen it." With the conviction of Allds, asserts the Baltimore *News*, the opposition to the policies of Governor Hughes "topples over and crumbles." The Allds investigation "is but a beginning"; and "the current fire-insurance investigation is scarcely more," remarks the Boston *Herald*, which adds that the end will be when legislators learn that their business is to represent, not special interests or their own pockets, but the interests of the people.

The nation, affirms the Pittsburg *Post*, "is undergoing a period of purification and reconstruction in its ideas of public service." It goes on to say:

> "Corruptionists and bribe-takers are distinctly out of fashion, not only in Pittsburg but throughout the nation. Even as graft has been nation-wide in its insidious growth, so also the new ideal of public service, as opposed to private privilege, is all-pervading.
>
> "The United States is in the midst of a national period of house-cleaning. From its public officers the nation is demanding a forgotten right: truth and honesty at all times, in all places, and in regard to all matters. The cleansing process will probably have years to run before completion. Some hotbeds of graft remain untouched, notably Philadelphia, but finally and inevitably the system will be exterminated."

The only real excuse for pessimism, thinks the Chicago *Record-Herald*, would lie in a cynical acceptance by the public of these evils which are so discouragingly difficult to eradicate. To quote:

> "Some men in public life, including judges, have indulged in rather cynical remarks concerning the whole 'graft' situation—the investigations now in progress, indictments returned or threatened, trials and immunity baths growing out of such indictments, and so on.
>
> "Certainly, at first sight, there is not a little that seems calculated to discourage the quiet, upright citizen who works hard for an honest living, has no unfair privileges to protect or to purchase, and sees nothing heroic in performance of ordinary duty. He reads of wholesale bribery in Pittsburg, of confessions by the score, of the cleaning-out of the councils by resignations and disclosures. He reads of insurance scandals and Allds exposures in Albany, of graft trials at Chicago, of political rottenness in Philadelphia, of a reversion to unchecked crookedness in San Francisco. And all this, he reflects, after the recent 'moral awakening,' the political and industrial reforms identified with Roosevelt, Hughes, the insurgent movement, the spread of the commission plan!
>
> "But there is no occasion either for gloom or for cynicism. Only the faint-hearted and the irresolute will conclude that 'there's no use' in the fight on graft. Only the superficial will be tempted to sneer at moral crusaders. It is not possible to take out perpetual insurance policies against legislative and administrative corruption; eternal vigilance is still the price of honest and efficient government; old machinery must from time to time be scrapped and new machinery installed—as is being done by those cities that are

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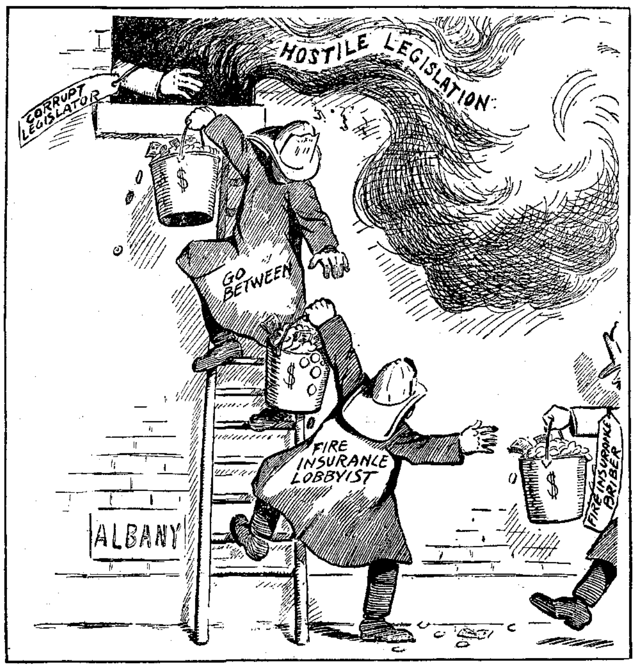
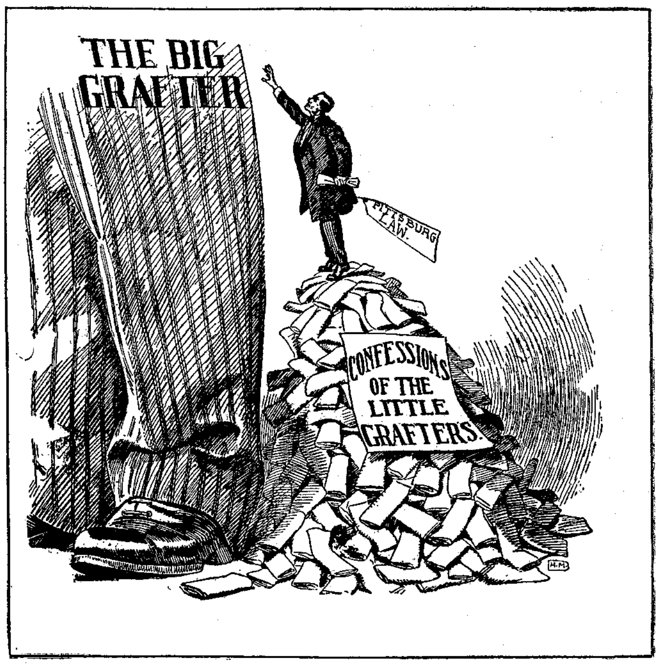


THE BUCKET BRIGADE.
—Harding in the Brooklyn *Eagle*.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GETTING WARMER.

revising their charters and extending effective popular control, while concentrating executive power; temptations and opportunities of the free-graft kind must be removed from the sphere of public servants; system and merit must be substituted for spoils wherever that is possible.

"Good government is worth the price it costs—the price of constant, unremitting labor and interest on the part of all good citizens. Cynicism or indifference is infinitely worse than graft."

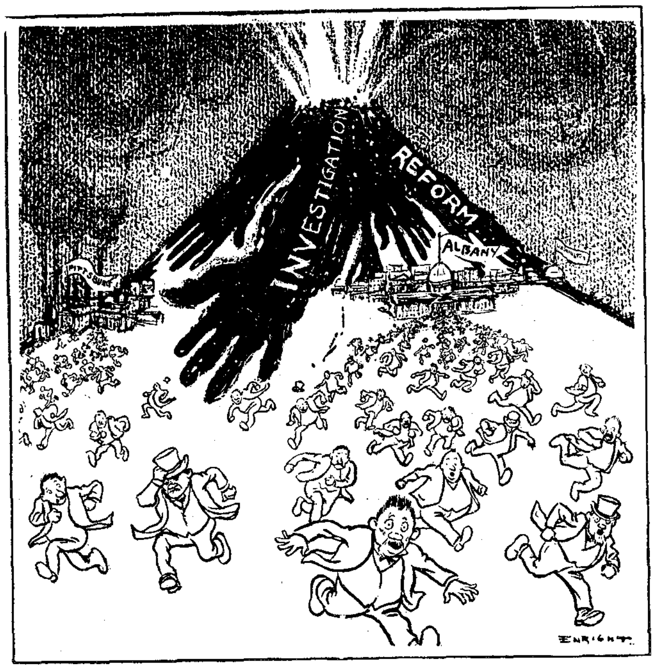
Governor Hughes himself, in a recent speech in New Rochelle, had this to say on the subject of political corruption and the duty of legislatures to expose it wherever it may be found:

> "Political corruption is not partizan. It is the common enemy. The essential operations of government inevitably furnish opportunities for scoundrelism, and against this curse all parties and the people as a whole must continually wage an unrelenting war.
>
> "These are wholesome days for the people of this State, full of opportunity and promise. It is not when the pestilence is known, the infected quarters ascertained, and every effort made to limit and eradicate, that we have reason to be alarmed, but rather when ignorance or indifference permit it to spread unchecked. We may be humiliated by disclosures, but these mark our safety as well as our danger, our progress and not our decline.
>
> "I am a Republican, strongly attached to my party and earnest in the desire for Republican success. But I cherish a concern deeper and more vital than that. And that is a concern equally cherished by the great mass of the voters. I want to see the springs of government pure and its waters sweet to the taste. I want to see the illicit efforts of privilege frustrated, bribery and corrupt arrangements destroyed, and the market-places where governmental favor has been bought and sold converted into true assemblies of honest representatives of the people. . . . . . .
>
> "What if the statute of limitations may have run with respect to the public wrongs disclosed? It is well to send rascals to jail, but the primary purpose of that is not the incarceration of individuals, but the prevention of similar rascality on the part of others. Publicity is itself a wholesome punishment, and in connection with political corruption a most important preventive measure. There is no statute of limitations which bars public disgrace or the odium which attaches to the betrayer of public confidence. There is no bar to the destruction of political influence on the part of those who have traded their party's honor for their own profit.
>
> "Let there be the fullest inquiry by every competent means!
>
> "It is needed to expose those who have been faithless to their trust.
>
> "It is needed to put an end to corrupt alliances between business and politics.
>
> "It is needed to protect honest business.
>
> "It is just to the honorable men in the legislature, who should not be the victims of an indiscriminate denunciation by reason of practises in which they have had no part.
>
> "It is just to party organization that it may be saved from the corrupt uses which have brought it into contempt.
>
> "It is needed to show how and wherein the people have been deceived, that they may protect themselves against deception in the future.
>
> "It is necessary in order that remedial measures, whether in legislative rules or in statutes, should be adopted so as to reduce to a minimum the opportunities of stealth and of chicanery in advancing or retarding legislative proposals."

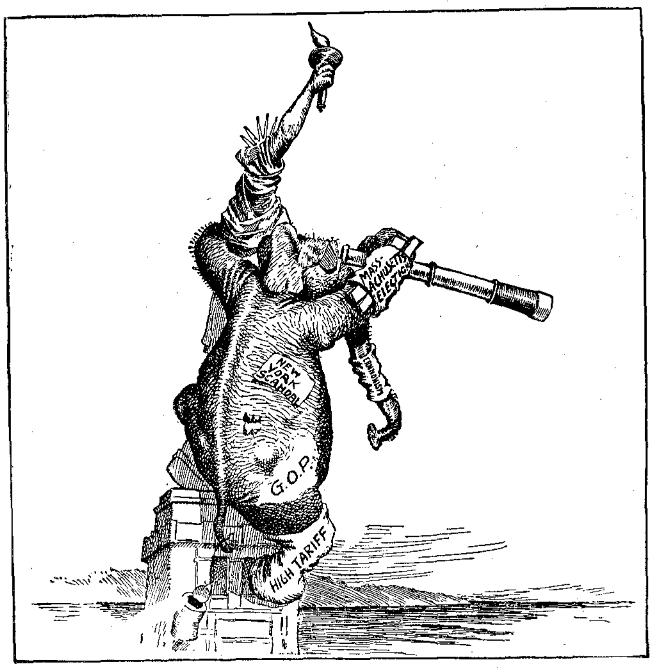
The New York *Evening Post* asserts that for any one to deny the necessity of a complete legislative investigation of other charges of corruption at Albany "is to render oneself suspect." Added weight is given to this demand by the testimony, given last week by the president of the New York Life Insurance Company, that only four years ago Senators were quoted to insurance men at $500 apiece. It may be noted in passing that Pittsburg councilmen, according to figures gathered by the grand jury, rated themselves at prices ranging from $81.10 to $500. Among the papers which join emphatically in the demand for a State-wide investigation of legislative corruption are the New York *World* (Ind. Dem.), *Tribune* (Rep.), and *Globe* (Rep.), and the Troy *Record* (Ind. Rep.) and *Times* (Rep.).

Turning to the situation in Pittsburg, we find the press of that city equally determined that there shall be no half-measures about the municipal spring house-cleaning. "The slogan of the hour," says the Pittsburg *Sun*, "is 'a clean city'"; and it adds: "Courts can't really clean a city. Votes can." Pittsburg, declares that city's *Gazette-Times*, "is showing the country what a complete and quick house-cleaning can be effected," while in *The Leader* we read:

> "No half-reform will be acceptable to the people. If the evils of graft are to be wiped out it will be necessary to DIG DOWN TO THE ROOT.
>
> "Systems that operate so boldly and successfully as did that of the councilmanic plunderbund are not the product of a day or a night. They do not spring into being of their own accord, but are the direct result of constant building-up of unlawful power.
>
> "The grafters were at it before the 'big deal' was pulled off. They have been at it ever since, and they would be at it yet had not the powder-magazine blown up.



THE POLITICAL ETNA IS AGAIN ALIVE.
—Enright in the New York *Globe*.



ANXIETY!
—Munson in the Newark *News*.

A BREAK FOR LIBERTY.

"So it is plain enough that THE HALF HAS NOT YET BEEN TOLD—at least to the public. There is, however, no good reason why anything should be concealed. . . . . .

"A good beginning has been made in exposing the criminals of whatever rank they may be. It is true that the plunderbund has been laid low.

"But if the greatest justice is to be done there must be no turning back. The people are in full swing and they are READY AND ANXIOUS TO GO THE LIMIT."

READING MR. ROOSEVELT'S MIND

As the news dispatches concerning a private American citizen, temporarily abroad, increase in number, volume, and authenticity, the editorial query, "What shall we do with him?" becomes secondary only to the question, "What will he do to us?"

Even Mr. Roosevelt's self-imposed sentence condemning his tongue to political silence seems to have had the effect of starting a grand mind-reading contest, filling the editorial pages with the most diverse and irreconcilable conjectures about his attitude on matters of public interest and his personal ambitions. The New York *Outlook*, which numbers Mr. Roosevelt among its editors, publishes an inspired statement telling us that not only is the ex-President not expressing any opinion concerning American politics, but that "he is not even forming any in his own mind, and will refrain from doing even the latter until sufficient time has elapsed after his return to America to enable him to become entirely familiar with the whole situation." In the mean while he has furnished material for headlines and editorials by his rejection of an audience with the Pope because it was made conditional on the clause that "nothing will arise to prevent it such as the much-regretted incident which made the reception of Mr. Fairbanks impossible."

Immediately after his reappearance in civilization, a dispatch in the Chicago *Record-Herald* announced that, "Roosevelt has deliberately assumed an attitude of absolute non-interference in political affairs. He expects to remain a private citizen and will make no effort to influence public opinion."

After this announcement some who have chided Mr. Roosevelt for loquacity now reprimanded him for his reticence, or his manner of proclaiming it. Thus, we read in the St. Louis *Post-Dispatch*:

"'I shall hold no interviews.'

"Note the dictatorial ring—the unhesitant declamation! There is nothing subjunctive or potential in the Rooseveltian equipment. It is all indicative and exclamatory. Imagine the present custodian of 'my policies' emitting anything so declarative as 'I shall.'

"'Anything purporting to be in the nature of an interview can be accepted as false.'

"French newsmongers and Parisian falsifiers should take notice also. They may bask in the toothsome smile, lurk in the shadow of greatness, and crack hunting-jokes, but they must not quote. They are doomed, classified, and branded beforehand.

"'This applies during my entire stay in Europe.'

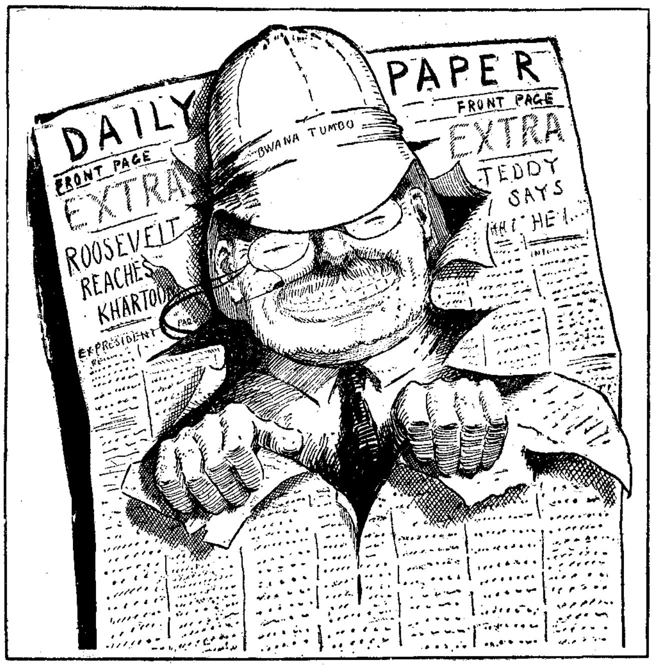
"So yet awhile must we content ourselves with separation from the clearing-house of knowledge. Yet awhile must we flounder about, guess, surmise, and speculate. We must continue to walk with uncertain steps in paths of error. Taft must shuck around in his job. Congress must mark time and politics continue in the doldrums until the 'return from Elba' becomes a hope fulfilled.

"What a day that will be! Then, loosed from the bondage of uncertainty, clear of the leading-strings of humiliating independence, we will lay down our burdens, yield up our diffidence, and, released from the hampering coils of ignorance, rest again trustfully and hopefully, as little children, on the broad bosom of omniscience."

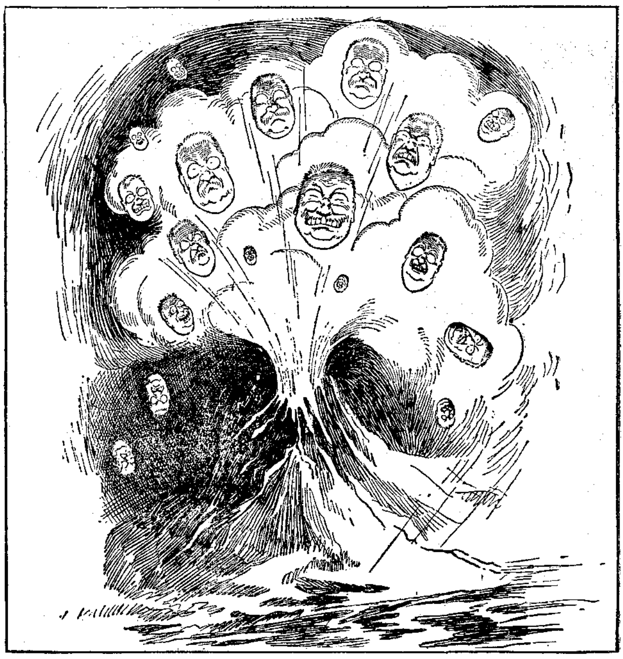
But if Mr. Roosevelt is to be politically silent, his editorial counselors, champions, and critics are quite ready to reveal his hidden intents and to prognosticate his future attitude. Objecting to the view that the ex-President will ally himself with the opponents of his successor, the "insurgent" Republican St. Paul *Pioneer Press* says,

"While there is good reason to believe that he will share much of the disappointment of the American people over the Payne-Aldrich Tariff Bill, and he is certain to be chagrined, if not angered, at the efforts that are being made to eliminate some of the 'Roosevelt policies,' Mr. Roosevelt is an organization man. While he has quarreled with his party and party leaders many times, he has always worked within the ranks and accomplished his reforms by compelling his party leaders to go with him. He has broken with individuals of his party, but never with the party itself, and however anxious he may be to undo some of the things that have been done at Washington in the last year, it is practically certain that his efforts in that direction will be confined within party lines. Mr. Roosevelt always does his insurging from the inside."

The Jersey City *Journal* opines that if Mr. Roosevelt undertakes to rehabilitate the Republican party he will begin by trying to build



BACK IN THE OLD PLACE.
—Harding in the Brooklyn *Eagle*.



ETNA ERUPTION AS SEEN FROM THE WHITE HOUSE.
—Carter in the New York *American*.

MR. ROOSEVELT EMERGES.

up, not to destroy, the present organization. Indeed, continues *The Journal*,

"It is impossible to believe that his first act would be an overt attack upon Taft. That would split the Republican party in twain, and Roosevelt is too sage a politician not to know the fate of a house divided against itself. He is also too wise, we are confident, to assume to set up a political dictatorship. No one, probably, knows better than he that the American people are not yet ready for that sort of thing. . . . . . .

"Those who may imagine that Roosevelt will assume the rôle of the bull in the china-shop can not have studied the man's character very observantly."

But it is in finding work for the returning faunal naturalist that editorial conjecture fairly riots. In fact, the entire American press has seemingly constituted itself a Roosevelt Employment Agency. Quoting an interview with Mr. Roosevelt immediately upon his emergence from the wilds, the Hartford *Times* says, perhaps covering the situation:

"'I am ready for anything,' was the first account of himself which the ex-President gave yesterday to his newspaper friends who boarded his steamer *Dal* on the Upper Nile. It was a characteristic utterance, with a very broad significance, and should be accepted as the Roosevelt attitude toward the future. 'Ready for anything' conveys exactly his attitude toward the rest of the human race, and the next two decades. So far as can now be foreseen, Mr. Roosevelt is going to be ready for anything, including another term in the White House, for at least 20 years to come."

That there already is an appreciable "Roosevelt third-term" movement is frankly recognized. Putting the case bluntly, the Philadelphia *Telegraph* says:

"Roosevelt policies have commended themselves to popular approval, and nothing short of their full realization will satisfy the popular demand. When it is time to nominate the next Presidential candidates there will assuredly be a powerful element strongly insistent on a third term for the sponsor of those policies."

This prospect is regarded with mingled feelings, ranging from enthusiasm in ardent Western papers, to gloom in the New Orleans *Picayune* which sees revolutions and empires looming up in the near future. Thus we discover that,

"Posing as an American 'Rough-Rider,' he had become the idol of a great mass of the American people. With his added prestige of a rough hunter, his popularity will be vastly increased, and at the head of the excited and unorganized masses of the American people it is impossible to predict to what stage of wild political hysteria they may follow him. With a leader carried away by his impulses, and indifferent to all legal and constitutional restraints, the movement will go on until the excitement shall die out and the hysteria be exhausted.

"When order shall be restored and sanity and reason resume their sway, there may have been made such vast changes in our American system that it will be impossible to return to its foundations. Revolutions never go backward, and in such cases the political and social situations must conform to the changed conditions in which they find themselves after the convulsions through which they have passed, possibly on the way to empire."

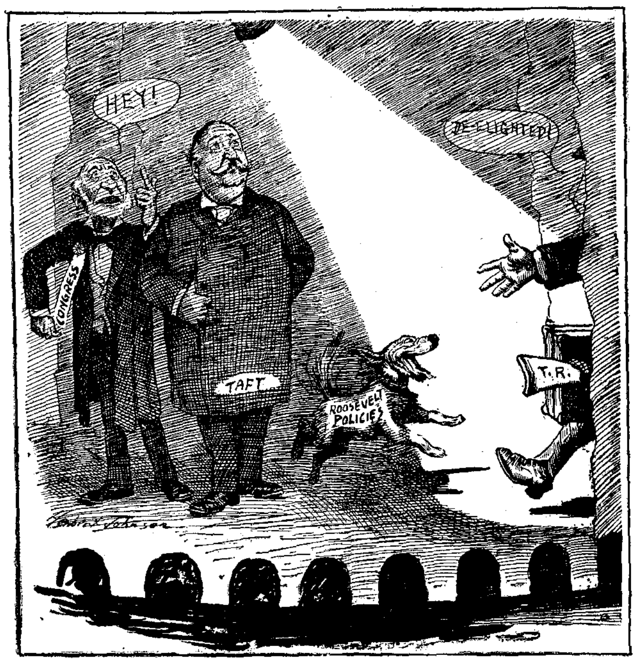
Yet another Southern paper, the Atlanta *Georgian*, is not at all unwilling to see Mr. Roosevelt in the Senate, especially as he is "a Democrat underneath the surface and a Republican only in his epidermis." However, the Washington *Star* vetoes the nomination, the office being too narrow for the proper national range of the Rooseveltian activities.

Still, perhaps Mr. Roosevelt will devote himself to literature, as articles in more than one paper have intimated. Or he will edit the New York *Sun*, a prospect that rejoices the Kansas City *Journal*. Or, may he not interest himself in the development of Africa? For, reviewing Mr. Roosevelt's recent magazine references to the resources of the formerly Dark Continent, the Knoxville *Sentinel* remarks that "if Mr. Roosevelt comes back home, calls a conference of American millionaires, and points to Africa we shall not be surprized."

SOCIALISM AND THE LIQUOR TRAFFIC—"The biggest temperance organization in the world," according to an editorial writer in the Chicago *Daily Socialist*, "is the Socialist party." While explaining that "no hard-and-fast rule of Socialist tactics has ever been laid down upon this question," the writer claims that the economic doctrine of Socialism "strikes at the root" of the drink evil, since it recognizes and attacks "the profit element," which is "the worst of all the devils found in strong drink." To quote further:

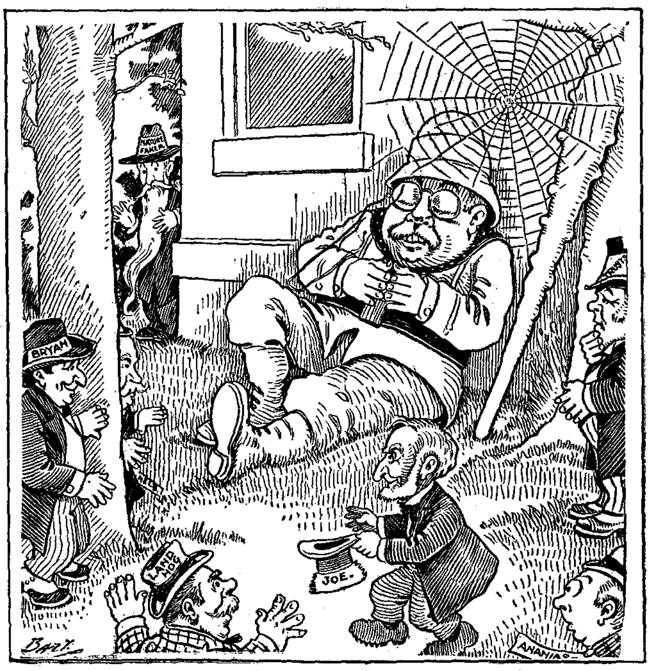
"The liquor interests are no friends of labor. The United Societies, with Levy Mayer at its head, is much closer to the Illinois Manufacturers' Association than to the State Federation of Labor. The saloon influence is almost invariably wielded by those who live upon the labor of others.

"The man whose brain is debauched by drink is a poor soldier



THE LIMELIGHT.

—Johnson in the Philadelphia *North American.*



"HUSH"—"BE QUIET!"

In case T. R. should develop that sleeping-sickness.

—Bartholomew in the Minneapolis *Journal.*

INTERESTED OBSERVERS.

in the class war. He is worthless as a union man or as a Socialist. He seldom becomes either.

"The Socialists of the world have recognized these facts. They have stood in opposition to the debauching influence of alcohol, both individually and politically. . . . . . .

"On the whole, the Socialist recognizes that any genuine solution of the liquor problem must proceed along the lines of removing poverty, and thus removing one of the forces impelling to desperate drunkenness. Any such solution must provide a public substitute for the real services now rendered by the public drinking-place, and, most important of all, it must remove the profit element from the entire traffic."

TARIFF WARS AVERTED

BY last week's adjustment of the tariff wrangle between this country and Canada the critics of the Taft Administration were robbed of a formidable weapon. This was the sneer—which in the case of Canada for a time seemed likely to be fulfilled—that the "maximum and minimum" clause of the Payne-Aldrich Tariff Law would involve us in disastrous commercial hostilities with other countries. By the first of April, however, all mutterings of discrimination and reprisal had died out, and the United States had adjusted its tariff relations with some 130 nations and dependencies without in any instance having to apply the "big stick" of its maximum schedule. In return for this self-restraint, according to a Washington correspondent of the New York *Tribune* (Rep.), Uncle Sam can henceforth sell from 50 to 60 per cent. of his products in foreign countries without paying toll to the customs-collectors, while the bulk of the other 50 or 40 per cent. will enjoy the benefit of the minimum foreign rates. As the Philadelphia *Press* (Rep.) states it, "for the first time in the history of the foreign commerce of the United States this country enjoys the minimum rates on the tariff schedules of all its important trade customers." "The complete success of the maximum-minimum venture," *The Tribune* exultingly remarks, "has naturally stood the critics of the Administration on their heads, and it will be some time before they can recover their uninverted bearings."

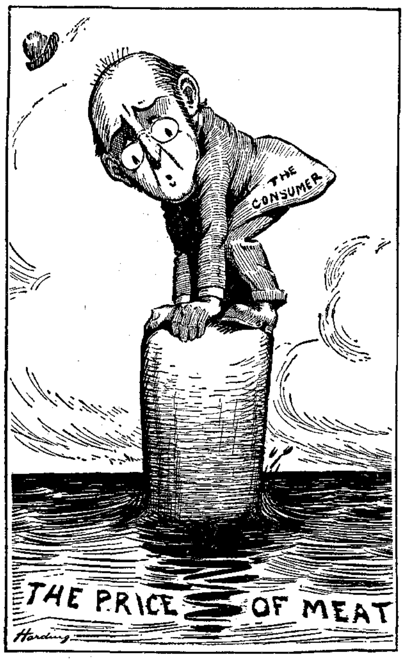
The most serious obstacle which arose to block this happy outcome was the difference with Canada, and this the President's personal tact and diplomacy succeeded in removing. Under Great Britain's "favored-nation" policy certain preferential tariff rates extended by Canada to France in return for equivalent concessions are extended automatically to 13 other countries, including Spain, Switzerland, Austria, and Japan. As the United States was not one of the 13, the arrangement appeared to be "unduly discriminatory" within the meaning of the Payne-Aldrich Law, and therefore called for the enforcement of our maximum rates against Canadian products. It was evident, however, that Canada would have replied by levying a heavy surtax upon all importations from this country. Only after direct negotiations between President Taft and Canada's Governor-General and Minister of Finance was a commercial upheaval averted. On March 30 the President signed a proclamation granting the minimum rates of the new law to Canada, and in return the Canadian Government agreed to certain concessions which are thus described in the *Tribune* dispatch from which we have already quoted:

> "The Canadian Government, in return, proposes to grant to the United States the intermediate tariff rate on 13 numbers, carrying about 40 articles, in addition to a reduction on articles included in the omnibus clause which are not specifically mentioned in the Tariff Law.
>
> "These intermediate rates—which are the same on the articles included in the concession as the rates of the Franco-Canadian treaty—apply to business amounting approximately to $5,000,000 out of a total of $180,026,550 of exports from the United States to Canada. The chief items are dried fruits and nuts, photographs, pictures and works of art, soaps and soap-powders, perfumery and toilet preparations, tableware of china and porcelain, leather and leather goods, feathers and feather goods.
>
> "The tariff rate on articles covered by the omnibus clause is to be reduced from 20 to 17.5 per cent. The most important article of export under this head is cottonseed-oil. Other articles are mineral waters and celluloid manufactures. . . . . . .
>
> "While the reductions actually apply only to something like 3 per cent. of American exports to Canada, a large part of the exports are in non-competitive classes, where America would have the market anyway.
>
> "As to Spain, the United States meets in the Canadian market with strong competition in raisins, prunes, and all sorts of dried fruits. Canada granted the United States a reduction on this class of merchandise.
>
> "With Switzerland the United States meets competition in the Canadian market in watch-movements. Canada has granted a reduction which puts the United States on an equal footing.
>
> "With France, Austria, and Japan the United States meets heavy

competition in chinaware. Canada has granted reductions on all articles in this class.

"As to wood-pulp and print-paper, there has been some criticism of the President. It was officially stated at the White House to-day that these items did not and could not enter into the negotiations. The rates and terms of duty on wood and wood-pulp are fixt in the Tariff Law and can not be made the subject of negotiation or discretionary action on the part of the President."

Reporting the negotiations to the Canadian Parliament Mr. Fielding, Canada's Minister of Finance, remarked that "extremists on both sides will claim that Canada and that the United States has the better of the bargain," but that "both will be wrong." On the same occasion Sir Wilfrid Laurier, the Canadian Premier, declared that "we are now within measurable distance of reciprocity with our neighbor," adding: "There are articles upon which both the United States and Canada can give further concessions with mutual advantage, we believe, and we intend to see what can be done."



WHAT! RISING AGAIN?
—Harding in the Brooklyn *Eagle*.

Sir Wilfrid's hope for still closer commercial relations is generally echoed in the press of the United States, and is shared, it is said, by President Taft. When the latter so successfully intervened, remarks the Pittsburg *Dispatch* (Rep.), "a trade worth $300,000,000 a year hung in the balance." Canada, the same paper reminds us, "is our third best customer, buying about $200,000,000 from us last year." "The shiver of apprehension which ran through the business world when a breach with the Dominion seemed possible," remarks the Chicago *Tribune* (Rep.), "was a significant admission of the value of Canadian trade to this country." The settlement, declares an Ottawa dispatch, is "a victory for both countries."

President Taft comes in for some handsome bouquets. Thus the Detroit *Free Press* (Ind.) remarks that he "has brought peace and prosperity out of an almost impossible situation," and the Springfield *Republican* (Ind.) thinks the achievement is a distinct victory for the President, and "will help decidedly in checking the run of the tide of popular favor against his Administration." The Boston *Journal* (Ind.), however, remarks that "such concessions as the President has been able to obtain will simply save the Administration's face," and it looks to reciprocity as the only path to permanent commercial peace between the two countries.

The Chicago *Tribune* arrays some interesting facts to show that, in certain respects, "Canada is better armed for a tariff war than the United States":

"The condition may be stated thus: Canada buys of the United States $187,000,000 worth of goods, most of which it could procure, if necessary, in France, Germany, England, and Belgium. Nothing would please the manufacturers of those countries more than the imposition of the surtax on American goods.

"The United States buys of Canada only $80,000,000 worth of goods. Some of those which are dutiable are goods the United States requires. There is unmanufactured wood, last year's imports being valued at $26,300,000. A higher duty would hurt American consumers as much as it would Canadian producers. A 25-per-cent. advance in the duty on Canadian fish, of which $4,200,000 worth was imported last year, would simply add a little to the cost of living here.

"If the United States could levy export duties it could make the cotton Canada buys of us more expensive. Canada can levy such duties. It can also prohibit exports. It could put a stop to the exportation of wood-pulp, paper, nickel-ore, or any other Canadian product to the United States."

NEW LIGHT ON MEAT PRICES

WHILE the population of the United States has increased 12,000,000 in the past ten years, the number of available food animals—cattle, sheep, and swine—has actually decreased 5,000,000 in the same period. The conjunction of these two facts would seem to throw a new and unwinking light upon the soaring meat prices which have brought consternation to the heart of the housekeeper. For this illumination we are indebted to a bulletin of the Bureau of Statistics, which bases its comparison on figures and estimates furnished by the Census Bureau and the Department of Agriculture. From the bulletin we learn further that while the population has increased 16 per cent. and the supply of food animals has decreased 3 per cent., the value of that supply shows an increase of 22 per cent. At the same time the price of grain has risen 56 to 75 per cent. According to the estimates here quoted there were ten years ago about 2.3 food animals to each person in the United States, while now there are only about 1.9. Commenting upon these figures the New York *Journal of Commerce* says:

"It is impossible to trace closely or in detail the relation between the raising of food animals, with their cost on the farm, and the prices of the various meat products in the markets of the country, but the general relation and its effect are sufficiently obvious. The failure of farm production generally, of grain, vegetables, and hay, to keep pace with the increase of population caused an advance in the cost of raising food animals and preparing them for the market, while the price they would command did not respond at once. As a result fewer were raised and the supply fell off in relation to demand. Then the advance in price was bound to come. That will naturally stimulate larger production, but this takes more time with those than with most other supplies. There are certain general causes, such as less unoccupied land to be taken up, higher cost of that already occupied, and increased cost of raising food animals due to other high prices, which are likely to prevent a return to the level of prices formerly prevailing in this country for food products in general, unless there is greater economy in consumption."

The Springfield *Republican* makes the interesting discovery that those figures issued by the Bureau of Statistics do not altogether jibe with other Government figures recently published. To quote:

"Some weeks ago the Agricultural Department gave out a statement showing the average per capita number of certain farm animals in the United States by periods of years going back to 1866. It was as follows:

	1866–75	1876–85	1886–95	1896–05	1905–08
Milch cattle	.25	.24	.25	.22	.24
Other cattle	.37	.47	.55	.49	.58
Swine	.69	.75	.73	.58	.64
Sheep	.80	.84	.68	.63	.64
	2.11	2.30	2.21	1.92	2.10

This shows that as late as 1905–8 the per capita number of these animals, in total, was close to the average of preceding years, and higher, instead of lower, than the per capita number for the decade 1896–1905—a period the first half of which saw very low prices. More important, however, is the fact that the per capita number of 'other cattle,' beef cattle, was larger for the last period than ever before.

"This suggests that the Government officials who gave out yesterday's figures should get into touch with the Government figures published two months or so ago. It is, of course, possible, and apparently a fact, that the number of meat animals has declined materially since 1908, which would amply explain the recent rise in meat prices above the high level of the prepanic period. But why did this not enter into the Agricultural Department's statement of two months ago, and why is it not made particular mention of in the current outgiving? Are the Government statisticians changing their theories regarding the causes of the rise of prices every few weeks and then adjusting their figures to suit each theory ?"

LABOR'S INDICTMENT OF THE STEEL TRUST

THE dissolution of the United States Steel Corporation for violation of the Sherman Law is the end aimed at by the American Federation of Labor in charges recently lodged with Attorney-General Wickersham. The same facts have been laid before Governor Marshall, of Indiana, to support the allegation that the trust, with its chief plant at Gary, Ind., is also violating the laws of that State. "As a publicity measure," remarks the Chicago *Socialist*, "the move of the executive committee of the American Federation of Labor is not to be condemned"; but it adds: "We can hardly think that any one is so naive as to believe that any prosecution will follow." The New York *Globe* remarks that the case as presented by Mr. Gompers and his associates "is weak where it should be strong, and strong where strength will be of little avail." That is to say, "it is weak on the question of restraint of trade, in which the National Government has power; strong on the relations and attitude of the Steel Corporation toward organized labor, in which the National Government has little, if any, power."

The complaint deals specially with the Steel Trust's town of Gary, where, it alleges, the laborer is subjected to "monopolistic treatment," which results in "making him a serf, and depriving his children and family of the advantages of our form of government." The trust, according to the evidence presented by Mr. Gompers, enjoys in Gary a monopolistic control of all the necessaries of life, which enables it "to import and to hold under a species of practical peonage Slavs, Hungarians, Italians. Servians, Poles, and Turks." To quote further:

> "And this class of laborers, whether made citizens or left as foreigners, is herded together, in some instances as many as 15 or 16 in a room, bringing with them all the degradation, filth, and lack of civilization that are incident to the lowest stratum of their respective nations. With no chance to be reached or influenced by American workers, or by the organizations of American labor, they have no opportunity to get the benefit and strength of associations of laborers to lift their condition.
>
> "They are subjected to the private-police supervision of this corporation, with all its power of wealth and avarice. . . . . .
>
> "The corporation enforces a 12-hour day seven days a week, having two shifts in the 24, which offers the employees no opportunities for the duties of citizenship or for acquiring information necessary to become intelligent citizens, or to assimilate themselves with our American people and American institutions.
>
> "Among the sociological phenomena to be observed is the fact that the Corporation has hired a physician and erected a hospital. This physician is in charge as surgeon of the hospital and morgue combined. He takes care of the Corporation's injured and slain. It is so arranged that the moment an accident befalls one of these foreigners, whether through his own fault or that of others, he is isolated from his friends, from the courts, and from legal advice, and if he emerges from the hospital alive he is confronted in almost every instance with iron-clad written rules, foisted on him while under the surgeon's care, relinquishing his rights to the use of the statutes and Federal courts, foregoing his right to have counsel. If the injured man dies no information is permitted to or is obtainable by his administrator or other friends interested in his death, often the result of the negligence or brutal indifference of the Corporation."

On the heels of this indictment by organized labor comes a news dispatch telling of the Steel Trust's decision to make a voluntary increase in the wages of its employees. Thus, we read in the New York *Tribune:*

> "The proposed percentage of increase has not yet developed, but it is believed likely to average at least 6 per cent., the rate announced yesterday by the Pennsylvania Railroad Company.
>
> "The United States Steel Corporation's aggregate pay-roll in 1909 represented the colossal sum of $151,663,394 disbursed in wages and salaries, and an increase of 6 per cent. in the compensation of employees would mean, on that basis, an additional $9,099,804, or nearly one-half of the 4-per-cent. dividend paid last year on the $508,302,500 common stock, which amounted to $20,332,100."

EFFECTS OF JUSTICE BREWER'S DEATH

WHAT effect the sudden death of Associate Justice David Josiah Brewer may have in delaying the decisions of the United States Supreme Court upon the Standard-Oil, Tobacco-Trust, and Corporation-Tax cases, is a consideration that has almost overshadowed comment upon the career of that distinguished and militant jurist. As all the Washington correspondents have been at pains to show, the illness of Justice William H. Moody reduced the number of the judges before whom these important suits were argued, to eight; and the death of Justice Brewer leaves but seven who may vote upon a verdict. Many of the correspondents, reflecting the views of persons "whose opinions are entitled to absolute respect and deference," intimate that the Court feels that at least five of its members, constituting a majority of the body, should be in agreement before a decision on any of these cases is made public, and that in the event of a four-to-three vote the Court would decline to make a decision and would call for a reargument. It is conceded as possible that a decision may have been reached in the Tobacco-Trust case, but even then Justice Brewer's vote would not be recorded unless the formal findings of the Court had been approved and signed by him. Should the Court wait for President Taft to appoint a Justice to fill the vacancy created by the death of Justice Brewer, the case might be tried before eight justices, with the possibility of a four-to-four vote. Comment upon the influence that the President's appointive power gives him at this juncture is tempered by recollections that Mr. Taft's special pride has been the excellence and fairness of his judicial appointments.

DAVID J. BREWER,

Whose death may delay the Supreme Court decisions in the Standard-Oil and Tobacco-Trust cases.

Aside from its possible immediate effects, Justice Brewer's death is sincerely deplored by many editors to whom his sturdy personality strongly appealed, and who extol his reliance upon the Constitution, the clear common-sense of his judicial opinions, and his democratic readiness to give and to take criticism. Thus the Philadelphia *Public Ledger* regards the loss of the Justice "at this critical period of our jurisprudence," as "a national calamity"; and recalls that, while his associates, following established custom, held themselves aloof from popular discussion,

> "Brewer threw himself boldly into all manner of contemporary debate, always ready with a personal opinion upon any or every subject. But there was always the solid basis of constitutional principle beneath a freedom of utterance that sometimes distrest his comrades. Instead of bringing the bench down to popular

sentiment, he did much to bring popular sentiment to a knowledge of the courageous integrity of the bench."

The New York *Sun* alludes to Justice Brewer's utterance that the Federal judiciary "must continue to be the bulwark of our liberties if they are not to perish," and also to his regret that the original constitutional convention did not make the Presidential term seven years and the President ineligible to reelection. Of the Justice's opinions *The Sun* says further:

> "He opposed the annexation of the Philippines and later urged their independence and neutralization. He desired to see immigration restricted because he feared submersion of the 'Anglo-Saxon' stock. He scouted the idea of an invasion of the United States by a formidable force, and believed that a nucleus of an army, susceptible of rapid expansion, would be sufficient for the national defense. He advocated woman suffrage. Paternal government he condemned, deprecating the growing tendency to call on Congress to do what it was the province, and should be accounted the privilege, of the States to do for themselves. Of the income tax he said: 'If once you give the power to the nation to tax all the incomes you give the power to tax the States, not out of their existence, but out of their vitality.'"

The New York *Times* praises Justice Brewer's philosophy of life as "the common, every-day philosophy of the sensible man," citing among his *obiter dicta:*

> "A verdict won by a falsehood is a disgrace to the counsel, and equally so a verdict won by a trick."
>
> "When a case is finished, the courts are subject to the same criticism as other people."

In evidence of Justice Brewer's ability and moral worth, the Boston *Transcript* points out that he was honored by three Presidents, all lawyers and all "conservative progressives." He was appointed to the United States Circuit Court by President Arthur, selected by President Cleveland as a member of the Venezuelan Boundary Commission, and was advanced to the Supreme Court by President Harrison.

TOPICS IN BRIEF

ONE reason, probably, why the women of Kansas do not care to vote is because they can.—*Kansas City Times.*

ONCE Pittsburg Councilmen could command a price, but now they give themselves away.—*Philadelphia Public Ledger.*

ON the other hand, it isn't necessary to wait until you have as much money as Rockefeller before you start to do any giving.—*Detroit Free Press.*

MR. ROOSEVELT advises Egyptian officers to shun politics. Reminds one of John W. Gates's recent sermon against gambling.—*Chattanooga Times.*

IT is a hasty opinion, to be sure, but it would seem that young Knox is more successful with his love affairs than his father is with diplomacy.—*New Haven Journal.*

PACKERS of meat assert that they lose by increased prices. If this refers to money, they err; but possibly it is public esteem they have in mind.—*Philadelphia Public Ledger.*

IF Rockefeller would convert his foundation money into a ship subsidy fund he would confer a favor on Congress and give the people a rest.—*St. Louis Post-Dispatch.*

THE gentleman who started the movement to "retire" Mr. Roosevelt on a pension has not yet received a letter of thanks from the ex-President.—*Des Moines Register and Leader.*

SAMUEL GOMPERS says he opposes prohibition because it doesn't prohibit. The same argument would apply to the Ten Commandments and the city ordinances.—*Minneapolis Journal.*

WALL-STREET gambling seems almost tame beside buying pictures by men a few years dead.—*New York World.*

CLOSE observers have noticed that Mr. Ballinger hasn't yet been summoned abroad to confer with Mr. Roosevelt.—*Emporia Gazette.*

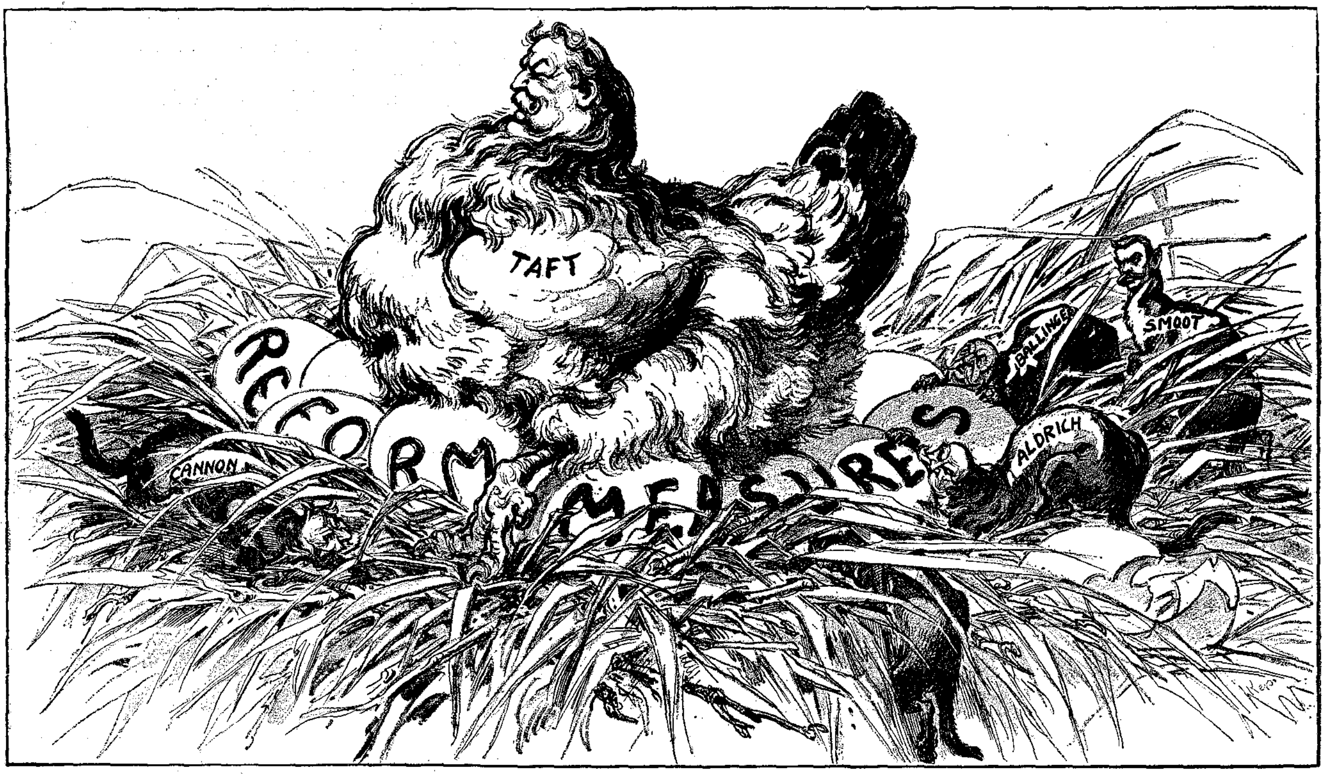
MR. ROOSEVELT, were he mercenarily inclined, could get more than a dollar a word for a verbatim report of his conversations with Mr. Pinchot.—*Washington Star.*

FOR persons who are tired of all this talk about Standard Oil, Mr. Rockefeller kindly offers his Foundation as a substitute theme for discussion.—*New Orleans Times-Democrat.*

SURPRIZING news comes that a taxicab company in Chicago has gone into the hands of a receiver. Something unusual must have been the matter with the meters.—*Providence Journal.*

A MAN who used to conduct a funny column on a Boston newspaper says it's a hard game. "Being funny in Boston," he says, "is like making faces in church—you don't gain much by it and you offend a lot of good people."—*New York Evening Mail.*

LEST we forget, a quiet, unostentatious, self-effacing, publicity-shunning, shrinkingly modest, unknown, unphotographed, unsmiling, noise-hating, reticent, secretive lion-hunter contemplates approaching these shores clandestinely and surreptitiously, slipping unnoticed through the crowd at the pier, to seek the solace of solitude and indulge in pious, patriotic meditation.—*Louisville Courier-Journal.*



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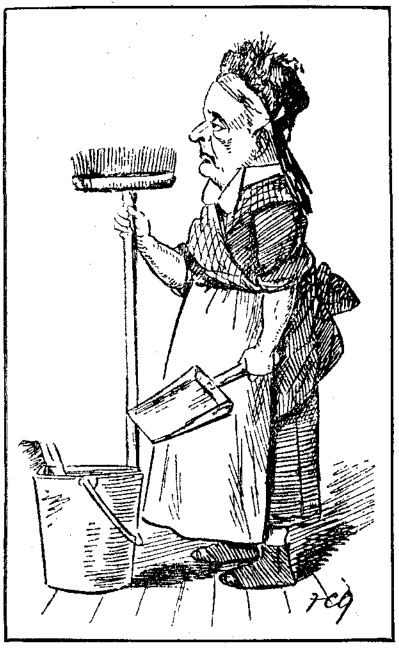
SUCKING THE GOOD OUT OF THEM.

If the trustful hen doesn't wake up, there'll be nothing left but the shells. —Keppler in *Puck.*

THE "TWILIGHT OF THE LORDS"

"DISASTER, death, and damnation," declares Lord Rosebery, is to be the fate of the British Constitution if the veto of the Lords is abolished. He has, as we have recorded, induced the Peers to surrender the hereditary principle of legislation. He admits, as the majority of the Peers admit, that reform is necessary. The rule that the son of a Peer sitting in the House of Lords should succeed to the parliamentary seat as well as to the estate of his father, he recalls, was not established before the Reformation, so that the Peers are now merely abandoning something that did not originally belong to them.



SPRING CLEANING.

LORD R.—"Which I know it's worritin', my Lords, but you'll feel much comfortabler after it's done."
—*Westminster Gazette* (London).

The concession of the Peers in regard to hereditary legislation has actually taken the wind out of the sails of Mr. Asquith's party, says *The Daily Mail* (London), which speaks as follows:

"If proof were required of the utter insincerity of the Radical attitude toward reform of the House of Lords it would be found in the panic into which Radicals have been thrown by Lord Rosebery's resolutions. A veritable scare has seized the Liberal press. Clearly it is afraid of losing a grievance which has been a precious electioneering asset in the past. But Liberals should really try to dissemble their fears. As Lord Rosebery was unkind enough to remind them in his trenchant and witty speech yesterday, reform is the very thing for which they have been calling in the past. Did not Sir Edward Grey pledge himself during the election to introduce a scheme for an elective Upper Chamber? And the King's speech contained this passage, which attracted enormous attention:

"'Proposals will be laid before you . . . to secure the undivided authority of the House of Commons over finance and its predominance in legislation. These measures, in the opinion of my advisers, should provide that this House (of Lords) should be so constituted and empowered as to exercise impartially . . . the functions of initiation, revision, and, subject to proper safeguards, of delay.'

"This meant, and could only mean, that an attack upon what Radicals are pleased to call the 'veto' would be accompanied by a scheme for reform of the House of Lords.

"But no sooner was this intention known than a furious hubbub arose among the extreme Radicals. These gentlemen did not want a reformed Second Chamber. They wanted no Second Chamber at all."

The Lords are actually accused of subtly trying to usurp power from the Commons by reforming their own Chamber. This is untrue, remarks the London *Daily Telegraph:*

"Second-Chamber advocates are not concerned with plotting moves against the House of Commons, but with checking moves made by the popular House against them. They are not mining, but countermining. They are not attacking, but defending, the old, delicate balance of the Constitution which the Commons have roughly disturbed. They are pressing reform in order to combat revolution."

This "revolution" would abolish the House of Lords altogether, and the more Conservative papers, led by the London *Times*, are rallying to save it by declaring a Second Chamber necessary to check the vagaries of "wildcat" legislation. The opposition to the House of Lords is being made at the exact moment when political circumstances justify its existence. In the words of *The Times:*

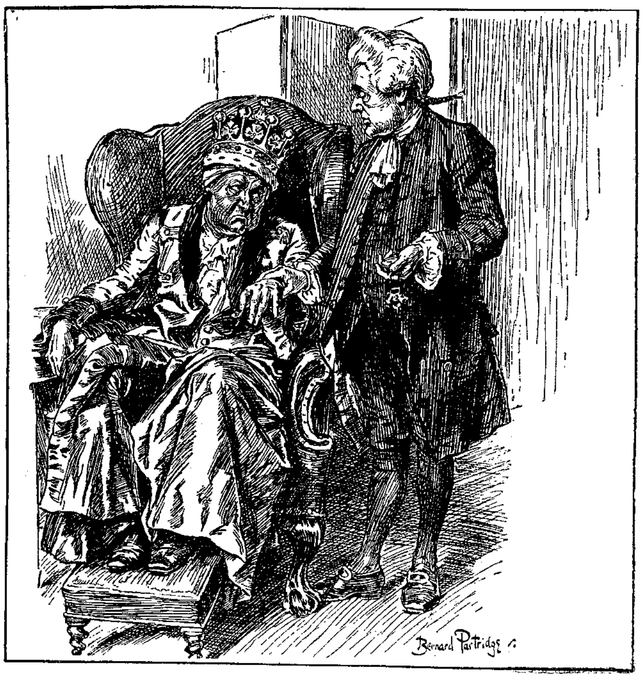
"At this moment a minority is flouting the wishes of the nation by refusing to regularize its finances. It is precisely such tyranny by a chance majority in the House of Commons that a Second Chamber exists to mitigate or avert. Sir Edward Grey is convinced that disaster awaits the Liberal party if it allows itself to be identified with a single-chamber policy. We hope and believe that equal disaster will attend the effort to jockey the nation by a double-chamber policy in which the Second Chamber is to be a sham and a fraud."

The London *Standard* quotes Mr. Asquith's intention of putting the fiscal questions under complete control of the Commons, without interference from the Lords, and comments in a judicial and impartial tone as follows:

"It is because these principles, if enacted, would, as Lord Rosebery said, establish single-chamber government that Unionists and all men of moderate opinion support the determination of the most experienced and distinguished Peers to set their house in order. The disadvantages of a hereditary assembly are figments of theory rather than facts of history. Still, in an age of democratic sentiment, it is unsafe to ignore theory or deride imagination, nor is the appeal to history always conclusive."

The action of the House of Lords in rejecting Home-Rule bills has been "vindicated by the verdict of the polls," remarks the aristocratic *Morning Post* (London). Its acts may not always suit the cry of the people, but it is not worth while at present to try any tinkering. Moreover:

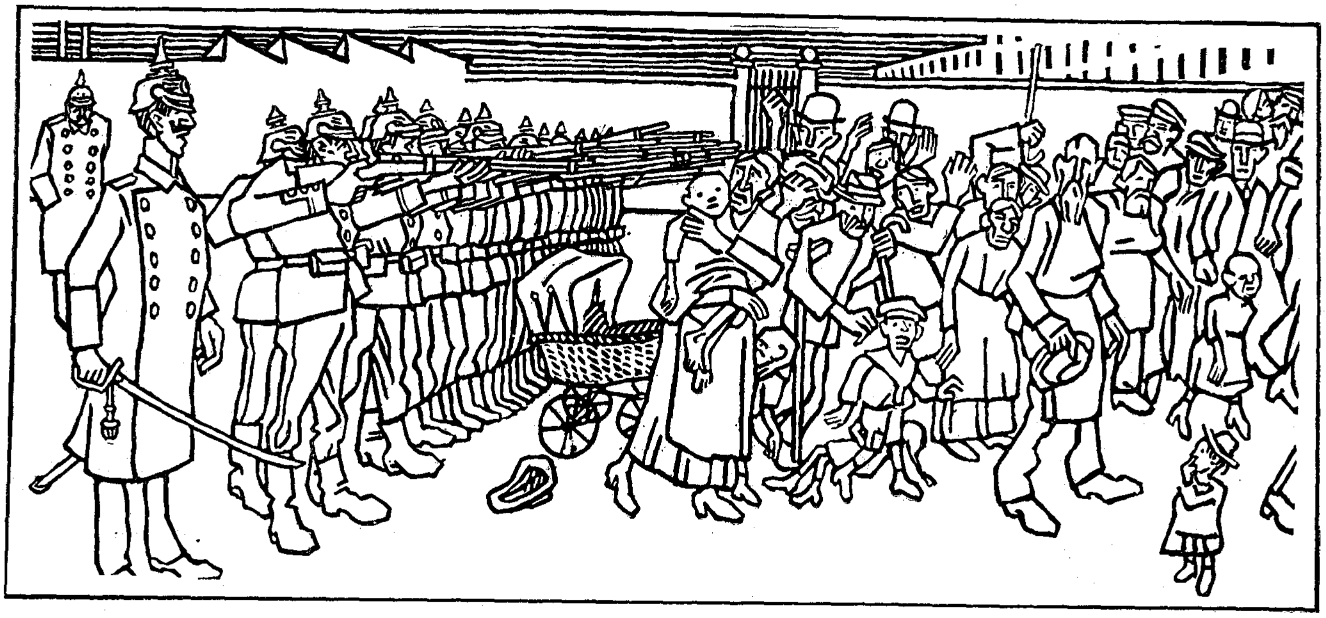
"No doubt the House of Lords is not theoretically a democratic chamber. But if it has in practise served the purpose of democratic government more effectively and with less friction, as we believe to be the case, than any other Second Chamber in the British Empire, it might with advantage have been left alone until more vital questions of national policy had been brought to a solution."



A NEW LEASE OF LIFE.

DR. ROSEBERY—"You're in a bad way, my friend. We must let a little of your blue blood; that'll make another man of you."
—*Punch* (London).

So much for the defenders of the Peers. The Liberal press are a little tardy in their comment on Lord Rosebery's reform, but



THE PERFECT ORDER AND DISCIPLINE OF THE BERLIN POLICE.

—*Simplicissimus* (Munich).

will come in for quotation later. Howbeit *The Nation* (London) advocates the abolition of the veto on the plea that the veto of the Peers implies "a theft, by the non-representative House, of powers belonging to the representative assembly." The Crown or the people alone should have the veto, in the shape of a royal mandate or a referendum:

> "Saving the Crown, the only court of appeal is the nation. Should not the people be asked to settle this question by a specific reference, which could not in the nature of things become a precedent, for it would end the dispute as to powers and lay the cornerstone of a new Constitution? In other words, why should not the veto resolutions be embodied in an Appeal-to-the-People Act? The House of Lords would refuse such a measure at its peril, and with consequences clear to the minds of all. Its rejection would mean that they dared not face the people, and that fact, in turn, must bring us within sight of the end."

GOVERNMENT SIDE OF THE BERLIN RIOTS

THE sanguinary reports of police violence in the Berlin Socialist riots are all false, according to the official view of it. The Berlin papers we quoted last week declared that the Socialist paraders were most orderly and dignified. Now the Government account says the police were also most dignified and orderly. The Berlin editors, reporters, and correspondents of foreign papers all saw something that never happened. "Any foreigner who is desirous of gaining an entirely false impression of existing German conditions can not do better than read the *Berliner Tageblatt*," bitterly remarks the official *Continental Correspondence*, issued by the German Foreign Office. No sabers were drawn, no shots fired, no women knocked down or reviled, no innnocent people mauled. The interest in this strange affair is thus transferred from the political to the psychological realm. While we read in the press throughout the world of the police attack on the crowds in Treptow Park in which "the crack of revolvers was heard, and sabers were drawn," this is all moonshine, we are told. The police did not fire a shot, and we read:

> "The comments of the foreign press concerning the demonstration in favor of the reform of the franchise, recently organized by the Social Democrats in Berlin, show that a totally erroneous idea prevails on this subject in other countries. To a certain extent this comes from the fact that what actually took place was misrepresented. For example, Reuter's correspondent in Berlin sent a wire to his office to the effect that the police had fired on the workmen. There is absolutely no foundation for this statement, not a single shot was fired. It is difficult to realize that a love for the sensational should induce the correspondent of such a well-known agency to send reports that are absolutely false. Most of the accounts appearing in foreign papers were taken from the Democratic press of Berlin, which works hand in hand with the Socialists, and jumps at every opportunity of making capital out of the whole matter, with the object of discrediting the Government. All such accounts are prejudiced, and have led the foreign correspondents astray."

This writer sets out to tell foreigners the real condition of things. The Socialists have really no power in the country, and the little they have they obtain by holding out hopes of a revolution to the discontented. The Government sees through their scheme and will not budge from its resolution with regard to electoral reform in Prussia:

> "The Socialist party in Germany is without weight or influence, owing to the demagogic policy which it pursues. It is held together by an almost religious faith in a future Utopia, which is to be brought about by means of a revolution. The leaders of the Socialist party know full well that there is no possibility of a revolutionary movement gaining ground in Germany, that the economic development is not likely to lead to any such Utopia, and that their whole doctrine is nothing but a dream. They also know that, by adhering to this dream, they are prevented from furthering the true interests of the working classes in a rational and useful manner. This party can not hope to obtain any real influence until it comes back to the realities of actual life, and joins forces with the Liberals to enable the Government to work against the Conservative party. The leaders of the Socialist party fear, however, the consequences of such a change of front, thinking that to associate themselves with the various sections of the Liberal party and with the capitalistic State, would deprive them of that power over their followers which their present Utopian dream enables them to maintain. They find themselves for the moment in an impasse: on the one hand they know that a revolution is impossible, on the other they fear to take any practical part in the Government of the country, as this would deprive them of those very means of agitation in which their strength lies. Consequently, they see themselves compelled to keep the dream of a revolution constantly before the eyes of their followers, and from time to time to exploit the wonderful and truly German discipline of their workmen by means of pretended revolutionary demonstrations. The whole thing is purely artificial; the leaders of the Socialist party know full well that the Government sees through the artificiality of the whole movement, and will not allow itself to be moved from its true policy, by as much as a hand's breadth, in the question of the reform of the franchise."

RARE COURTESY OF THE CHIEF OF POLICE.

Mr. von Jagow, who commands Berlin's "finest," takes off his silk hat to the camera.

THE SOCIALIST "RIOTERS" SEEN AT A POLITE MOMENT.

The Berlin papers can not understand how the police could bring themselves to attack a parade of such perfect gentlemen.

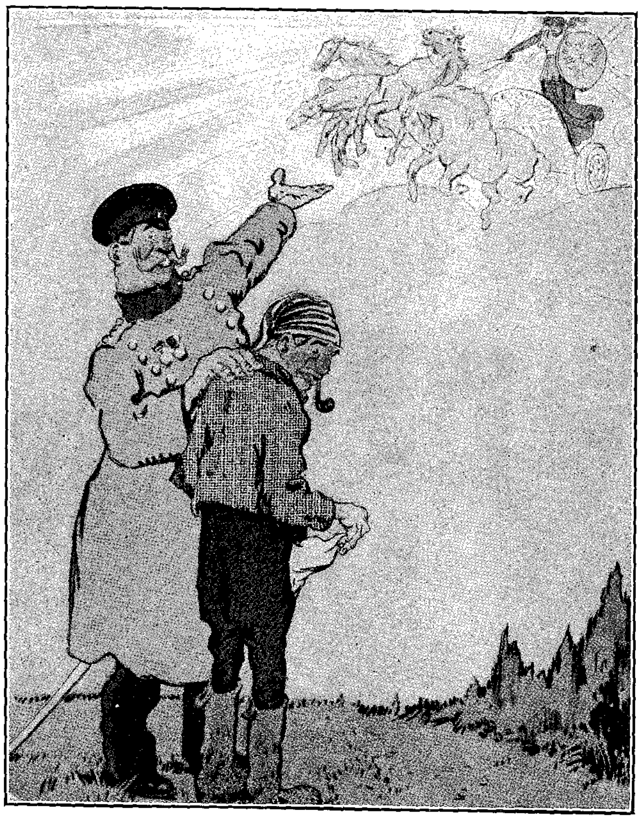
THE MOST POLITE RIOT IN HISTORY.

OUR SUPERIOR ELECTION METHODS

IT is refreshing, after reading the lofty criticisms of some European writers upon America as a coarse, crude, crass country, to find a well-informed Britisher telling his fellow countrymen that they might well imitate the good qualities of our political campaigns. English election methods not only do not compare favorably with ours, declares Sydney Brooks in *The Fortnightly Review* (London), but they prove the party leaders among Conservatives and Liberals to be "mere amateurs in the arts of campaign management." Their methods are "unorganized, desultory, and haphazard." In fact, he says:

> "It would, I think, pay our parties to send their chief agents over to America while a Presidential contest is being fought out. They would then have a chance of learning the supreme utility of clubs. Clubs spring up during an American election on the slightest excuse and often on none at all."

While to British eyes the abstention of women from taking part in the elections "robs a Presidential campaign of a good deal of its picturesqueness," "the campaign-managers do their best to make up the deficiency." He describes the campaign-manager as "an altogether more important personage in America than in England, where not one voter in a thousand has even heard the name of the commander-in-chief of the Liberal or Unionist forces," and adds that "it frequently happens in the United States that he overshadows the party candidate for the Presidency." "Petticoat diplomacy" is sometimes exerted to aid some candidate who stands for a moral or humanitarian issue, but in general the women let the men run our elections:



MICHEL PAYS THE BILL.

"See, Michel, how Germany is dazzling the world with a golden glory!"
MICHEL—"No doubt, but I would like to see a little golden glory in this region."
—*Kladderadatsch* (Berlin).

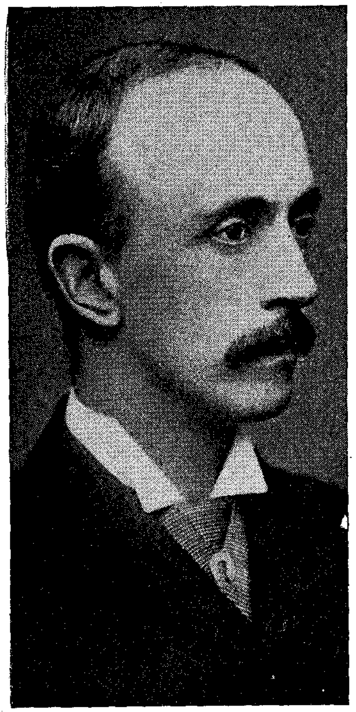
> "American women, again, as a sex are only drawn toward public affairs when some great moral or humanitarian issue is at stake. Tariff schedules and vague battlings with the railways and the trusts do not interest them, and the mercenary atmosphere of most American politics simply revolts them. So it is that, as in all republics, women in America are forced out of politics. They are never initiated into the secrets of the game, and they exert no influence whatever over those who play it or over those for whose mystification it is played. They hardly ever pull strings, and the delights of petticoat diplomacy are almost unknown among them. And both men and women prefer to have it so. It is an understood thing that politics belong to the masculine department—which is, perhaps, one of the reasons why American politics are what they are. The problem which during the past few weeks has so deeply agitated English women—the problem of selecting the most vote-fetching costume to enhance their election smile and their election handshake—is one that never troubles their American sisters."

The patience and good humor of Americans insure "the comparative tranquillity of their public meetings," and this is due "to the American love of doing things according to rule and regulation." Our good order and consideration for our public orators is proved by the treatment of Mr. Bryan when he came to New York after his famous "cross-of-gold" speech:

> "Enthusiasts poured in from Boston and Philadelphia and Baltimore, and nearly 30,000 people, on one of the hottest nights of a very hot summer, squeezed into

the big building in Madison Square. There they sat in their shirt-sleeves, fanning themselves, hopelessly warm and wilted. They expected their reward in the shape of a rattling speech. But Mr. Bryan pulled a manuscript out of his pocket and began to read it. They had come for fireworks, and he was giving them a sermon."

But, continues Mr. Brooks, the audience neither hooted nor interrupted the speaker, but either kept their seats quietly, or slipt out, and the writer adds:



Photograph by Elliott & Fry.

EARL GREY,

Governor-General of Canada.

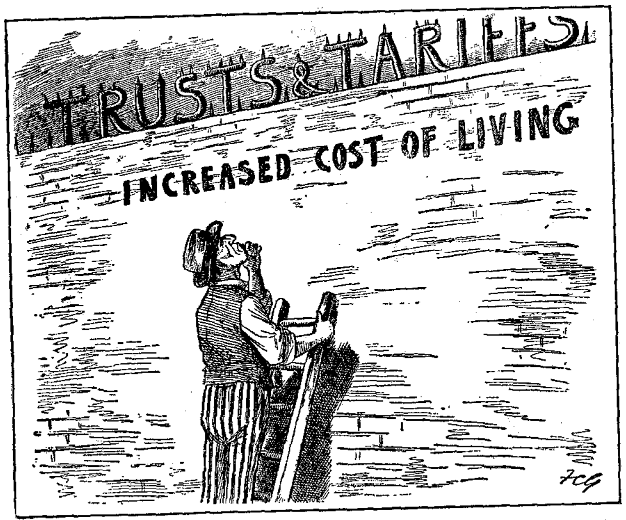
> "It is that sort of thing that makes America the paradise of the political speaker. He is as safe on the platform as a parson in the pulpit or an actor on the stage. The audience regards him from a purely spectatorial standpoint. He is a part of a show arranged for their delectation, in which it is his to speak and theirs to listen. If he proves incompetent judgment is passed upon him not by cat-calls, interruptions, heckling, and the shuffling of feet and sticks, but simply by leaving the hall. When Americans find a play at the theater not to their liking they do not 'boo' it; they get up and go. They fold their tents like the Arabs, and as silently steal away. So, too, when the orator of the evening fails to please, he is not informed of the fact with our brutal British directness. He is left to infer it from the rapidly emptying seats."

The country election as described by such writers as Dickens is nowadays somewhat a thing of the past. But there is no doubt that in some parts of England, as this writer declares, there are often to be witnessed at the hustings scenes of disgraceful riot and even violence. Much more self-restraint and dignity of deportment, he declares, characterize a Presidential election here. To quote his words:

> "In America, and with justice, our whole claim to restrained and law-abiding conduct in the management of our electoral struggles is absolutely disputed.
>
> "Nowhere so completely as in a Presidential campaign do Americans show the innate moderation of action and temperament which underlies their often violent speech and their superficial hysteria; and as campaigns are conducted in the States they could not well have a broader field for the display of their real qualities. The area of a Presidential contest is a continent; more than 15,000,000 voters go to the poll; the issues to be decided, if not intrinsically great, are great by the volume of human feeling they arouse; and the campaign is waged for four solid months on end with every stimulus to excitement and passion."

"And yet," he adds:

> "The habitual self-restraint, good humor, and fairness of the ordinary citizen make of the election of the Chief Magistrate a most decent and impressive proceeding—far more decent and impressive, to my mind, than the election of an English Parliament."



AMERICAN WORKMAN—"I guess this ladder'll have to be lengthened or that wall'll have to come down!"

—*Westminster Gazette* (London).

MR. TAFT'S POPULARITY IN CANADA

THE solution of the tariff question between the United States and Canada, which party politics and loud talk might easily have mixt up into a serious entanglement, has given occasion to the Canadian press to utter felicitations, and, by the way, to express its opinion of Mr. Taft. Thus *The Canadian Courier* (Toronto), after remarking that Mr. Taft "is a much more pleasant *entente-cordialeist* than ex-President Roosevelt," adds that "over in Canada we extremely like this big, good-natured President who indorsed most of Earl Grey's speech—in a more or less guarded way, because tariffs are the special business of Presidents over there, just as they are of Finance Ministers in Canada." The United States and Canada have need of each other, proceeds this writer, and Mr. Taft had wisdom enough to recognize the fact. Hence we read:

WILLIAM S. FIELDING,

Canadian Minister of Finance. In connection with Earl Grey he arranged the tariff question with President Taft in a manner that satisfies the United States and calls out the applause of the Canadian press.

> "Mr. Taft has every reason to think well of Canada. When he came into office Canada was buying from the United States a couple of hundred million dollars' worth of goods in a year. That is no negligible item in the program of a President. Blood may be thicker than water; but in the case of Canada and the United States a good deal of the real blood goes through tariff-arteries. We may have our picayune differences over war-ships on the Lakes; and we may do a deal of theorizing about the ultimate boundaries between the Yukon and Alaska; but when it comes to the problem of f.o.b. across the border we're a good deal of one people, each willing to sell the other as much as possible that the other wants more than he does. President Taft knows quite as well as either Mr. Goldwin Smith or Earl Grey that nature and history never conspired to have each of these countries supply precisely what the other wants in the shape of raw material or in goods unmanufacturable by themselves."

Looking at the settlement of the question from a broader standpoint and more far-seeing outlook, the Toronto *Globe*, in an article headed "There will be no Tariff War," well represents the opinion of the universal Canadian press and remarks with regard to "improved trade relations between Canada and the United States":

> "Rivalry there will always be, but let us hope that a better and saner era has dawned when hurtful antagonism will give place to wholesome competition and friendly cooperation. The day may come when for the sake of everything held most sacred by both Britain and the United States it will be counted a wise and statesmanlike thing that Canada aided in the settlement of what for a time threatened the good relations of the two nations holding this North American continent."

THE COMET'S INTENTIONS

THE question, "What will the comet do to us?" was recently answered by an astronomer, in an article quoted in these columns, by saying that it would do just nothing at all. The question of mechanical interference may be regarded as settled. The comet's tail is too infinitely tenuous to sweep us from the earth, or to interfere with terrestrial motion. But how about its chemical effects? There are poisonous gases, very little of which suffices to cause death, and one of the most deadly of these is present in comets' tails—so the spectroscope tells us. Just how much of it is there in the tail of Halley's comet? Just how much may possibly be transferred to our own atmosphere? Just what may be the effect of the portion thus assimilated? Apparently the most skilful astronomer can not reply definitely to these queries, but Charles Edward Guillaume, joint director of the International Bureau of Weights and Measures, tells us, in a communication to *La Nature* (Paris, February 26), that there is likely to be so little accession of poisonous gas to our atmosphere that it can be detected only by chemical processes. He suggests that we look among the residues of our liquid-air plants for traces of it. His closing speculation of a poisoned world is lurid, but apparently he would not have us take it seriously. After assuring us that cyanogen undoubtedly forms a part of the tails of comets, Mr. Guillaume goes on to say:

> "Cyanogen, which is the base of prussic acid, is a terrible poison; but the rarefaction of the gaseous mass that will come into contact with our atmosphere removes in advance all the frightful nature of this substance.
>
> "It will be interesting, none the less, to study the consequences of the capture by our atmosphere of an appreciable quantity of cyanogen. We should bear in mind that its density is about 1.8, with relation to that of the air; that it liquefies at -25° and solidifies at -34°; that it is combustible, and that finally it dissolves in water and decomposes rapidly.
>
> "Several times already comets have brushed against our atmosphere. But since the last time there has been a change in our knowledge of the composition of the air and in our possession of very powerful methods for pursuing its study.
>
> "Fifteen years ago, the air was supposed by every one to be a mixture of nitrogen and oxygen, with traces of carbonic acid and a variable quantity of water-vapor. There was mention made, to be sure, of the gases escaping from craters, or *pozzuolani*, but it was always added that their traces defied analysis.
>
> "To-day the known atmosphere includes a new family, that of the 'noble gases,' as they are called in Germany, or the 'inert gases,' as we name them—argon, the principal member of the series, with its superior neighbors, krypton and xenon, and its inferiors, neon and helium. The last-named is celebrated for particular reasons; it is at once the final term of the disintegration of radium and the most permanent gas in existence.
>
> "The extremes of this series, helium and xenon, exist in the atmosphere in extremely small quantities of the order of one-millionth for helium and one three-hundred-millionth by volume for xenon.
>
> "Helium, as is well known, occurs in relative abundance in radioactive minerals and at the mouths of certain hot springs that pass through radiferous strata; but the other inert gases are obtained only from the air itself and their very small quantity, if we except argon, as well as their invincible repugnance to entering into chemical combination, prevents their isolation except by a process of fractional distillation. In other words, the isolation of the new gases is dependent on the liquefaction of the air and its systematic evaporation.
>
> "The process of obtaining these rare gases is still of the nature described; and industrial plants for the liquefaction of air are thus powerful aids to investigation. The most striking example is that of a bulb of gas turned over by George Claude to Sir William Ramsay . . . a bulb containing the residue of the condensation and distillation of 100,000 cubic meters of atmospheric air. All the krypton and all the xenon contained in this enormous volume of air had remained in the liquefaction apparatus; and these few liters of gas were of inestimable value to those who obtained it.
>
> "What the liquefaction of air has done for krypton and xenon, it may also do for cyanogen. If, by diffusion into our atmosphere, cyanogen reaches us in appreciable quantities, the liquefaction apparatus will catch and keep it. And as some machines now operate in such fashion as to turn out 6,000 cubic feet of oxygen hourly, from about five times that volume of air, a millionth of cyanogen by volume would leave about 2 grams in the apparatus every hour.
>
> "Now the liquefaction machines doing industrial work are not in continued operation. From time to time they are stopt to clear away the solidified substances that clog their conduits. During some one of these stops we may catch, with the other substances, the cometary cyanogen, of which a proportion even much lower than a millionth could thus easily be detected.
>
> "Is it asked how we might protect ourselves from the cyanogen, in case its proportions in the air should become dangerous? Nothing would be easier. We may, as we have seen, burn it, dissolve it, or liquefy it, not to mention its possible destruction by electric sparks—so that we have plenty of methods from which to choose. And we may easily imagine the history of a physicist or chemist who, on May 17, should seal up his house, in which he had gathered his family and friends, allowing the air to enter only through a ventilator connected with a purifying apparatus. While all the rest of humanity would perish under the action of the terrible gas, he would wait patiently until storm, rain, and polar cold had purified the atmosphere. He would thus become the Noah of a new humanity to whose happiness he would have subordinated the choice of his friends. . . . Good health, superior intelligence, noble aspirations would be the lot of this little group, called to a high destiny. Prosperity would have become easy, for the enormous stock of supplies prepared by those who labor and suffer to-day would long preserve the men of the future from material cares. Data, as we may see, are abundant and not lacking in interest; but we ought not to get too far away here from approximately positive facts."—*Translation made for* THE LITERARY DIGEST.

ELECTROPLATING WITH A WET RAG

AN almost absurdly simple and easy method of electroplating, in which not only the plating-bath but all external sources of electricity are dispensed with, was described recently by Mr. A. Rosenberg at a meeting of the Royal Society of Arts in London, and is the subject of an article in *Nature* (London, February 17). The writer tells us that the plating is carried out simply by rubbing on a powder moistened with water. There is a somewhat similar preparation on the American market, in liquid form, which does the same thing, its inventor claims, but by a different process. The Rosenberg process is a refinement of the old contact method, in which the metal to be coated was immersed in an electrolyte, for example, one containing a silver solution. In contact with this metal a more electropositive one was placed, also dipping into the electrolyte. This metal, usually zinc, passed into solution, and an electric current was generated which deposited the silver on the less electropositive metal. We read:

> "Mr. Rosenberg employs his electropositive metal in the form of a fine powder, and generally uses magnesium. This is mixt with a metallic salt or with the powdered metal it is desired to plate-out, and ammonium sulfate or other ammonium salt. In order to plate a piece of metal the powder is moistened with water and rubbed over its surface by means of a piece of rag or a brush. By this means adherent and bright deposits are obtained in about one minute, the thickness of the deposit depending upon the time employed and the quantity of powder used.
>
> "The magnesium, being strongly electropositive, reacts with the moist electrolyte, and goes into solution, causing the metal to be plated-out upon the metallic surface which is being rubbed. In other words, each particle of the powdered magnesium may be said to function as a minute anode. One of the difficulties in electroplating is to plate a substance upon itself. It is easy enough when plating has once commenced, say on a spoon, to give it almost any thickness of deposit; but if the spoon is once

withdrawn from the bath and used, it can not be plated further without first stripping off the old deposit. Mr. Rosenberg claims that with his process this difficulty does not occur.

"Another great difficulty in electroplating is the cleansing of the article to be plated; the least trace of grease, even that produced by handling, for example, will prevent an even and adherent deposit. Consequently, articles have, as a rule, to be chemically and mechanically cleaned before being put into the plating-bath. With the powder, 'Galvanit,' of Mr. Rosenberg this is not necessary, because the act of rubbing the powder carries out its own cleansing.

"The author's object has been to produce a household method of plating. Thus, when the tinning of saucepans is worn out, the householder has only to polish the inside with the moist 'tin Galvanit' to retin the saucepan. Spoons from which the silver-plating is partly worn can be replated. The 'nickel Galvanit' can be used for bicycles, and so on. Mr. Rosenberg demonstrated the process before the meeting by plating an iron tube with cadmium, a copper tube with nickel, a penny with silver, and a brass tube with tin.

"'Galvanit' can also be used for nickel-facing electrotypes.

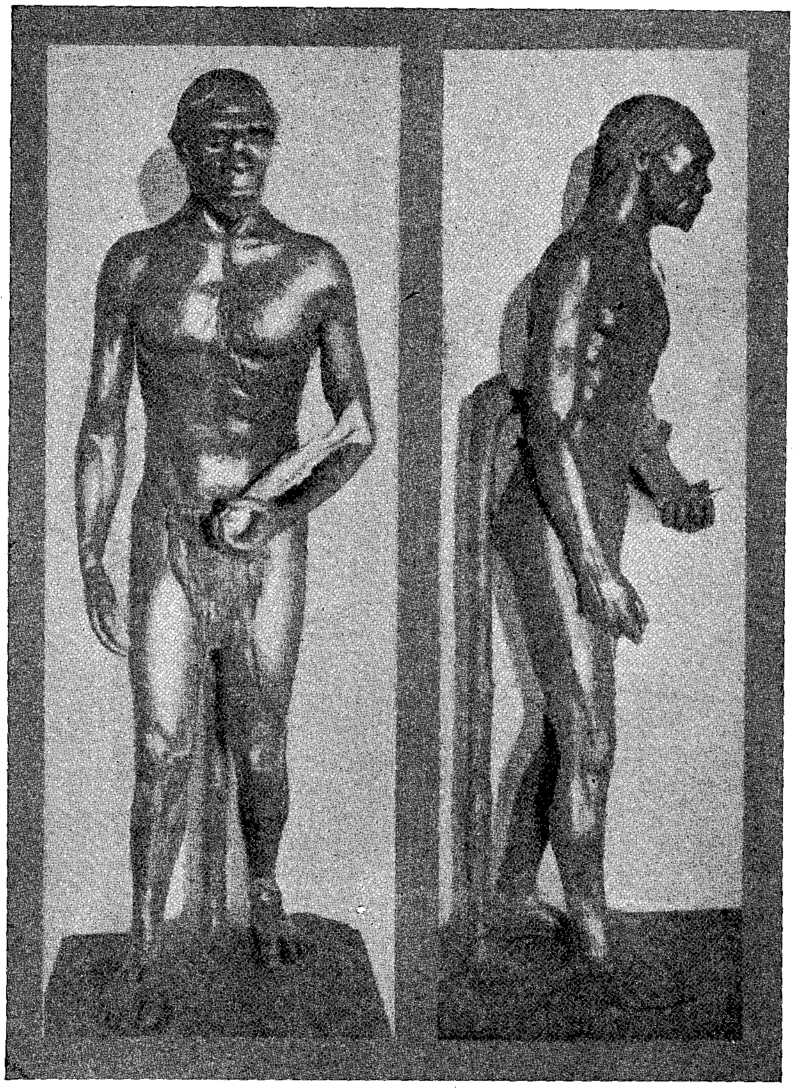
"The process is certainly ingenious, and will no doubt be found useful for small work, but it is hardly likely to enter into competition with ordinary electroplating for large work or for irregular articles. Nor is it likely to be employed in cases where heavy coatings of metal are required, because it would not be an easy matter to rub on sufficiently evenly to obtain uniform and thick deposits."

VITALITY OF EGGS—A series of experiments for the purpose of determining the vitality of eggs in different stages of incubation has been made recently by a German bird-fancier. Says *The Scientific American* (New York, March 26):

"On the fifth day of incubation five canary birds' eggs were taken from the nest, marked with numbers, and replaced in the nest, one by one, at half-hour intervals. This experiment was repeated ten times, with as many clutches of eggs. As a rule, the first three eggs replaced hatched normally and the two others failed to hatch. Hence it may be inferred that the average longevity of a canary bird's eggs, taken from the nest on the fifth day of incubation, is 1½ hours. In the same way the longevity was found to increase to 2 or 2½ hours on the seventh day, and 3½ to 4 hours on the ninth day of incubation. It was discovered by accident that eggs in a very advanced stage of incubation can endure very much longer periods of removal from the nest. Two eggs, purchased as plover's eggs, in the course of an excursion, were stowed in a basket, brought home, and forgotten. On the evening of the following day a faint 'peep' recalled the existence of the eggs, and it was found that a young snipe had issued from one of them. The second snipe soon made its appearance, but lived only an hour."

A STATUE OF PRIMITIVE MAN

AN attempt to restore in plastic form the type of mankind dwelling in Europe during the Paleolithic period has been made by Richard Swann Lull, of the Peabody Museum at Yale. He writes, in *Knowledge and Scientific News* (London, March), that the restoration, which is life-size, is only tentative and will be kept in the clay for a time in order that authoritative criticism may be met before it is cast in plaster. We read:



From "The American Journal of Science," New Haven.

FRONT VIEW. SIDE VIEW.

RESTORATION OF PALEOLITHIC MAN.

"The model is based mainly upon what is known as the 'Man of Spy No. 1'; one of the two specimens found at Spy in Belgium, of which the museum contains excellent plaster casts. The illustrations of the remains of man found at Krapina in Croatia and described . . . in 1906 were largely used, together with certain other measurements, such as the estimate for total height, etc. . . . . . .

"My conception of *Homo primigenius* is that of a man of low stature, standing only five feet three inches in height, but of great physical prowess, as indicated by the robustness of limb-bones and especially of their articular ends. The great paunch of the higher anthropoid apes, which are almost exclusively vegetarians, is lacking, and in its place is shown the clean-cut athletic form of torso such as one sees in the typical North-American Indians, for I imagine food conditions were much the same. We have abundant evidence that Paleolithic man was a crafty hunter, for the remains of various animals which he slew for food are found in the bone breccias of the caverns wherein his own relics are entombed. Great power is indicated, however, in the upper portion of the trunk and in the arms, compensating this ancient type for his lack of adequate tools and weapons.

"The knees are somewhat flexed, as the curved thigh-bone would indicate, and probably should be more so, and the trunk is only partially erect, for the inward curves of the back-bone, so characteristic of modern man, are but feebly developed, as in the case of babes of the present day or in individuals bowed down by the weight of years. The shin is relatively short, as with certain present-day races, and the great toe somewhat offset, tho having long since lost its ape-like opposability.

"The head shows the prominent supraorbital ridges above the deep-set eyes; the low, flat forehead; the broad, concave, nasal bridge, and the somewhat prognathous jaws. The lower jaw is deep and powerful, and lacks the characteristic chin of prominence of modern man. . . . It may be that I am in error in showing too great a refinement of countenance as compared with the low type. The contour of the jaw is based upon actual measurement of one of the Krapina specimens and one should bear in mind that the far older jaw recently brought to light at Heidelberg, tho of a more brutal type than any yet known, shows less dental prognathism than do the modern negroes, indicating a very great antiquity for the radiative evolution of the several human stocks.

> “In all probability the men of that day were much more hairy than the model would indicate, as they had little or no clothing, and the climate, during part of their racial career at least, was severe. They were, however, cave-dwellers and knew the use of fire. I have purposely refrained from indicating this conjectural character, as it would, to a certain extent, conceal the conformation of the underlying parts.
>
> “A jaw of the cave-bear, *Ursus spelæus*, a contemporary animal, tho now long since extinct, is borne in the left hand, while the right contains a chipped-stone implement from one of the typical stations, thus indicating the cultural plane of the race.”

This type of man, the writer tells us, is supposed to have dwelt in Europe before the last glacial period—say 100,000 to 200,000 years ago. As a race it is now extinct, altho similar types are occasionally found among the lowest living races. As will be noted, the popular conception of prehistoric man as resembling the ape or gorilla is not at all borne out in Professor Lull's model.

WEATHER-PREDICTION FROM CLOUDS

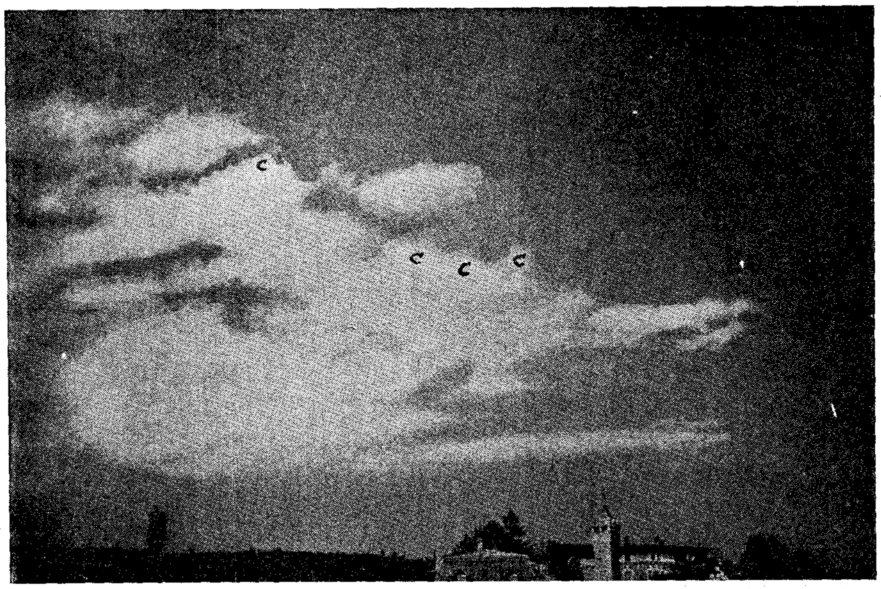


FIG. 1.—CLOUDS WITH LIGHT TOPS (C, C, C, C) AS PRESAGE OF THUNDER-STORM.

THE forecasting of the weather from cloud-formation has been studied for many years by Dr. A. de Quervain, of Zurich, Switzerland, who has, we are told in *Knowledge and Scientific News* (London, March), been successful in obtaining results of the utmost scientific and practical importance. Says the Berlin correspondent of this magazine:

> “His deductions are based on the familiar cumulus cloud of warm summer days. It has long been known that this cloud variety, when accumulating to heights of 6 to 7 kilometers [3½ to 4 miles], will become a thunder-cloud, its high-floating top assuming the shape of a fleecy ice-needle cloud, and extending sideways in anvil shape.
>
> “Now, Dr. de Quervain has found the ordinary cumulus frequently to undergo an apparently quite similar transformation, which, however, takes place at a lower level, about 3 to 4 kilometers, and thus does not lead to the formation of thunder-storms, but merely to the production of fleecy clouds. This form of cloud can be regarded as a presage of good weather.
>
> “Another variety, that of veil-shaped hooded clouds, had not yet been sufficiently explained. This will frequently encompass the top of quickly rising cumuli, and, until a short time ago, had been considered as mainly instrumental in the production of hail. However, as shown by Dr. de Quervain, this is not the exact explanation of the phenomenon. In fact, these clouds are always found to be intimately connected with existing fleecy clouds, and, on the other hand, are a presage of bad weather, occurring previous to thunder-storms.”

Even more reliable presages of thunder-storms, the writer goes on to say, are the delicate fleecy clouds found floating at about 4 kilometers height. On a darker layer are superposed delicate white heads representing miniature cumuli, and the appearance of these lofty, curly heads, mostly early in the morning, presages a thunder-storm within 24 hours. We read further:

> “Of special interest is the fact that Dr. de Quervain, during the appearance of such clouds, was able to carry out some ascents of recording balloons, the data of which are particularly instructive in regard to the origin of these cloud varieties and their relation to thunder-storm formation. One of Dr. Quervain's conjectures, *viz.*, that their occurrence coincides with the presence of a violent drop in temperature at a height of 2 to 4 kilometers, has been borne out by these ascents. The accompanying photographs, which have been taken by the experimenter, represent these interesting cloud varieties. In Fig. 1, which shows a cloud to be considered as a thunder presage, the bright heads *c*, *c*, *c*, *c* of the top are distinctly visible. Fig. 2 represents a less frequent case, where these heads, floating at a height of 3½ kilometers, are growing into extensive cumuli, thus forming a huge thunder-cloud.
>
> “Other interesting observations were made as to the origin of cirri, of which nothing definite could so far be said. Many of these formations, in the experimenter's opinion, are derived immediately from the thunder-clouds above described, tho they may not manifest themselves by electrical discharges.”

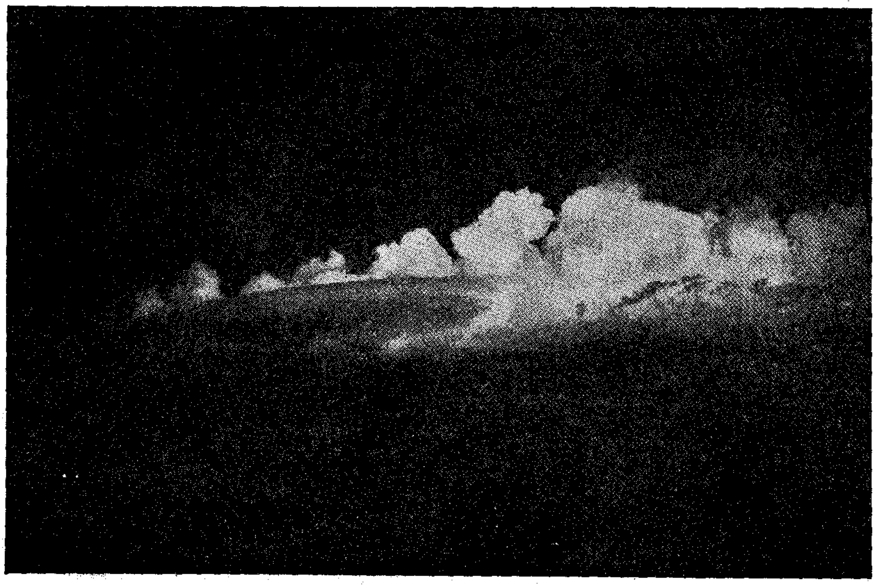
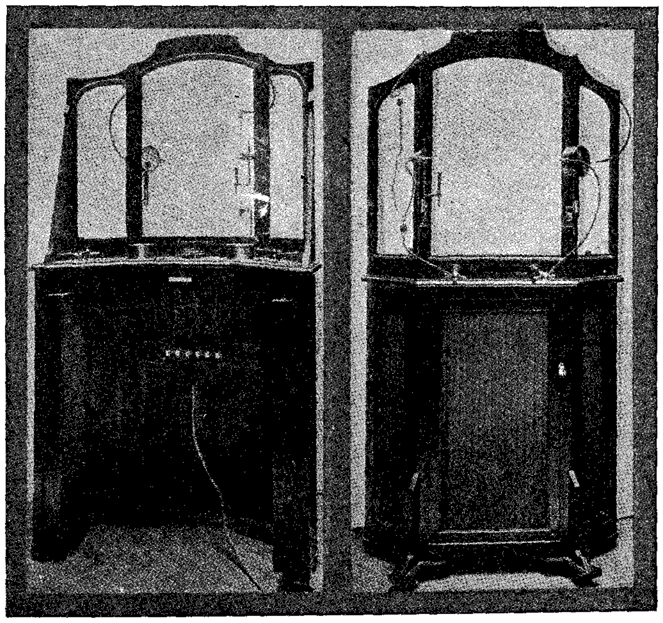


FIG. 2.—CLOUD GROWING INTO A BIG THUNDER-CLOUD.

A NON-RUSTING IRON—That a new form of iron, recently placed on the market, will withstand corrosion much better than the ordinary grade, is asserted in *The American Machinist* (New York, March 10). This will be valuable for use in ground where it is attacked by dampness, in localities where it becomes the intermittent conductor of electrical currents, at the seashore where it is attacked by salt air, or in cities where the atmosphere is impregnated by fumes of gas and coal smoke. Says the paper just named:

“This iron is made as nearly pure as possible, from the theory that it is the impurities in iron that cause corrosive agents to attack it; it has been named ingot iron. Comparative tests between mild steel and this new ingot iron, made by the metallurgical professor of the Ohio State University, Columbus, Ohio, shows that the analysis of commercial steel was: Sulfur 0.048 per cent., phosphorus 0.094 per cent., carbon 0.11 per cent., manganese 0.47 per cent., silicon a trace; while the new ingot iron analyzed, sulfur 0.005 per cent., phosphorus 0.005 per cent., carbon 0.021 per cent., manganese and silicon a trace. . . . Corrosive tests were carried on with a 25-per-cent. sulfuric-acid solution and in six hours an eyebar of the new ingot iron lost 16.5 per cent., while a charcoal iron lost 77.3 per cent. In five hours a railroad spike of the new ingot iron lost 11.2 per cent. and an ordinary steel spike 79.1 per cent. In a 45-minute test of two nails, the common steel-wire nail lost 68.9 per cent. and the ingot iron 4.13 per cent."


INTERIOR. EXTERIOR.

THE SAFETY X-RAY CABINET INVENTED BY RADIGUET AND MASSIOT.

Due to the invention of Bohemian lead-glass, which the eye can pierce, but the *x*-ray can not.

SAFETY WITH THE X-RAY

THE wonderful physical qualities of the Roentgen ray may be taken in at a glance. Unfortunately its powers for bodily injury require considerable time to manifest themselves. Continued exposure to the rays, as many experimenters now know to their cost, may cause a lifetime of pain and misery. *X*-ray devices are now fitted with shields of lead-glass, through which the radiation can not go. Says a writer in *The Illustrated London News* (March 12), from which we take the accompanying illustrations:

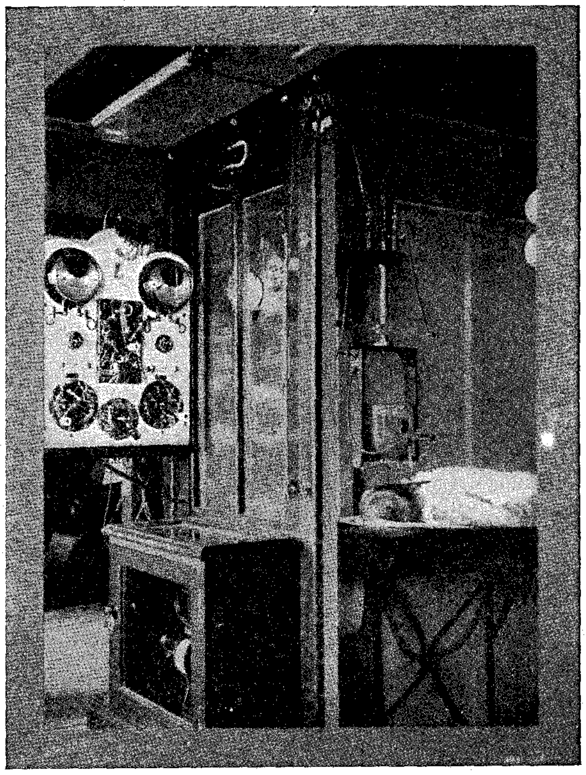
> "At the London Hospital an *x*-ray safety-room has been installed. The patient is so placed that the rays can only reach the desired point, the tube being almost surrounded by a shield of Bohemian lead glass, which is impenetrable by the rays. So soon as the patient is in position the doctor leaves the room. Then only can the current be turned on. The patient is observed through windows of Bohemian lead glass. The room itself is built of two layers of half-inch boards, having between them two sheets of lead and iron. That there may be no possible risk for the doctor, it is so arranged that the mere opening of the door of the safety-room cuts off the electric current."

Another apparatus, shown in a different picture, is the invention of Messrs. Radiguet and Massiot, and follows in general principle that in use at the London Hospital. During the operation the doctor is protected from the effects of the rays by a shield, in this instance in the form of a special cabinet of Bohemian lead-glass and wood, covering lead and iron. As with the former apparatus, the doctor controls the rays from his place of safety.

KILLING THE GERMS IN WATER

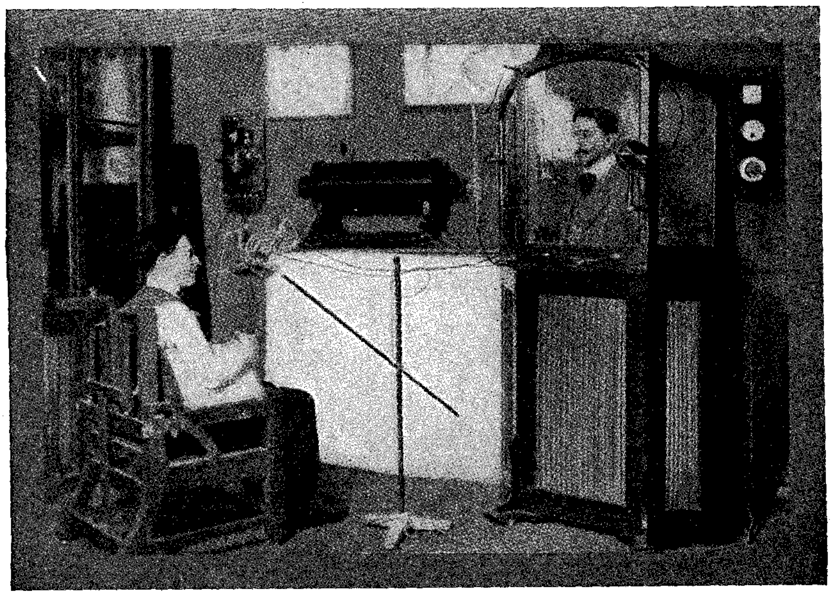
THE method of preparing water for drinking purposes by killing the germs instead of attempting to remove them is now advocated by an increasing number of hygienists. Practically this means treatment with ozone or some similar agent instead of using filters. It is stated by *The Engineering Magazine* (New York, March) that the employment of electrical ozonizers in Europe for the sterilization of drinking-water continues steadily to increase. Paris, we are told, has installed apparatus with a capacity of 10,000,000 gallons a day, and Nice treats 5,000,000 gallons a day. The latest addition to the list of cities employing this method of water purification is St. Petersburg. In a comprehensive discussion of the place of ozone in sanitation Mr. A. Mabille, writing in *The Electrical Review*, connects the sterilizing action of this variant form of oxygen with its radioactivity, which is marked. We quote as follows from an abstract of Mabille's article in the magazine first named above:

> "A small domestic apparatus is now on the market, in which the air is sucked through the ozonizer by means of an emulser fixt on the outlet of the water-tap, this emulser serving the double purpose of an air-pump and ozone-mixer. This apparatus will treat 60 gallons of water per hour. . . . Using a small apparatus of this description, Mr. Neisser found that, with water at a pressure of 30 pounds per square inch, the number of germs was reduced from 43,000 to 2 per cubic centimeter. . . . . . .
>
> "In the ozone apparatus, the germs are actually killed, whereas in the ordinary mechanical type of filter they are merely held back by the filtering medium, which in time is liable to become very foul and act as an actual breeding-place for the microbes. Carbon filters are particularly faulty in this respect, it being essential frequently to sterilize the carbon blocks by heating them—a process that is tedious and is generally neglected by the ordinary householder. Hence these filters are a positive danger in themselves. Ozone possesses both taste and smell, and is thus distinct from oxygen, which has neither. However, the flavor of water treated with ozone is not at all impaired; indeed, the added oxygen appears to give the water a distinctly refreshing taste."


A ROOM OF PERILOUS RAYS.

Where safety for doctor and patient is secured during treatment by *x*-rays. The special room at the London Hospital.

Besides its use in sterilizing drinking-water, ozone is likely to be of great help as a disinfectant in the prevention of zymotic diseases. The pathogenic or disease-producing bacteria appear quite unable to survive the poisoning action of ozone, while, according to Dr. Koch's experiments, sporeless bacilli are killed only after five minutes' treatment by a 5-per-cent. solution of carbolic acid, and are not even injured by a 1-per-cent. solution. Spore-bearing bacilli will resist a temperature of over 212° F. To quote again:



THE X-RAY CONNING-TOWER

The doctor protected from the evil results that might follow frequent exposure to the *x*-rays; the operator controlling the rays from a safety cabinet.

"Clearly, therefore, there should be a field for ozone for the flushing and disinfecting of sewers and house-drains, especially in view of the fact that ozone destroys sulfureted hydrogen, and would thus probably be far more effective in dealing with the gas from sewer-ventilation pipes than the present method of burning the gas by the use of special gas-lamps.

"Air-ozonizers have already been extensively used for hospital and sick-room disinfecting, but the use of any form of ozonizer for sewer work has up to the present not been tried. While sea air contains from 3 to 5 per cent. of ozone, the percentage of ozone in sick-room air is, as a rule, very minute indeed, hence the use of air-ozonizers for hospitals is now finding considerable favor. *The Lancet*, in May last, advocated the use of the stem drinking-glass, owing to the liability of the fingers to touch the brim of the ordinary tumbler; yet the same medical paper totally ignores the far greater risk of infectious disease being spread by reason of the absence of any attempt to sterilize the drinking-glasses used in public bars, restaurants, etc. A glass after being used by a person, possibly in the last stages of consumption, is washed in lukewarm water, frequently none too clean, and then used for the next customer without any thought as to whether the glass is germ-free or not.

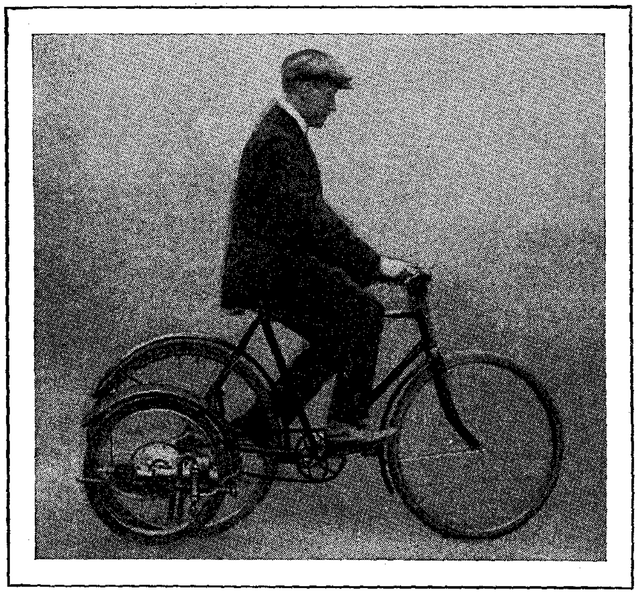
"Much consumption undoubtedly is spread in this way, and the matter is one which the manufacturers of ozone apparatus might find well worthy of close attention. Once the general public have their attention drawn to this point, they will insist on the hospital and restaurant managers using suitable precautions."

DISCOVERER OF THE WATER JET—The water jet, says *Engineering-Contracting* (Chicago, March 16), has been used for so many years both in putting down and pulling piling that its original discoverer has long since been lost sight of. We read:

"It was used during the Civil War and for many years previous by Government engineers. Tradition has it that the discoverer of the advantages of the water jet was a Government engineer, and that his discovery was made in the following manner: It seems that along in the forties this engineer was building a wharf, and was having unusual difficulty in putting down his piling. One day in wading around his boots became stuck in a tenacious mud and he found it impossible to pull them out. There happened to be a hose near by and one of the men handed it to the officer, the idea being that he could wash the mud away from his boots. The water was turned on and the officer applied a stream to his feet. To his surprize he sank deeper. He tried it again and went down still farther in the mud. By this time he was in up to his waist and still going down. Surprized by his discovery he continued to apply the stream to his feet and he might be going down yet had not his men come to the rescue and pulled him out by means of a small hand derrick. Once on shore he began to think. If a stream of water applied to a man's feet will cause him to sink deeper in the mud, why won't it have the same effect if applied to the base of a pile? He tried it and the pile which had obstinately refused to go down before sank easily to place, and in that way, states tradition, was discovered the use of the water jet for putting down piling."

AN AUXILIARY BICYCLE-MOTOR—A recently invented power attachment for ordinary bicycles, which calls for no structural alterations and can be attached or detached in a few minutes, is described by *The Scientific American* (New York, March 26). The device comprizes a small auxiliary wheel, 20 inches in diameter, fitted with a light motor which is connected to the rear wheel of the bicycle. Says the writer:

"An ingenious pivoting arrangement allows the wheel a peculiar lateral and vertical movement, so that the steering of the machine is in no way affected and permits the wheel to glide over obstacles or rough ground without transmitting any shock or vibration to the rider. The motor is a small air-cooled, horizontal, two-stroke engine with a specially designed hub to which the power is transmitted through a six-to-one reducing gear. . . . It develops 1¾ horse-power. To attach the motor-wheel to the ordinary cycle, it is only necessary to remove the nut of the back-wheel spindle on the chain side of the machine, and to attach the frame of the auxiliary wheel to the spindle, and bolt it up—an operation occupying a few moments. A single-lever regulator controlling the motor is clipt to the handle-bar, the connection with the motor-mechanism being a flexible wire. This single lever controls the action of the engine to a nicety. The wheel complete weighs only 25 pounds, and the motor is capable of driving the bicycle at an average speed of 16 miles per hour on an ordinary road, with a maximum speed of about 18 miles on the level. The fuel tank in the mud-guard is of sufficient capacity to carry the motor 100 miles."



By courtesy of "The Scientific American," New York.

FIRST AID FOR THE TIRED BICYCLIST.

A power attachment for ordinary bicycles.

ANOTHER RECORD OF THE DELUGE

DR. HILPRECHT'S latest decipherings from the tablets brought back from Nippur tell the story of the deluge. What seems to be of even greater importance is that the narrative inscribed on the little tablet that fell under the Doctor's eye last November antedates any of the previously known records by at least 1,000 years. *The Lutheran Observer* (Philadelphia) gives this translation of the tablet, explaining that the words in brackets are not in the cuneiform text, but are supplied by Dr. Hilprecht according to his conception of the context:

.................."thee,
......"[the confines of heaven and earth] I will loosen,
......"[a deluge I will make, and] it shall sweep away all men together;
......"[but thou seek l]ife before the deluge cometh forth;
......"[For over all living beings], as many as there are, I will bring overthrow, destruction, annihilation.
..........."Build a great ship and
..........."total height shall be its structure.
..........."it shall be a house-boat carrying what has been saved of life.
..........."with a strong deck cover [it].
......"[The ship] which thou shalt make.
......"[into it br]ing the beasts of the field, the birds of heaven,
......"[and the creeping things, two of everything] instead of a number
......"and the family......
......"and"......

This tablet is possest by the University of Pennsylvania, having been acquired during the excavations made by that institution under Dr. Hilprecht's supervision in 1899. Because of the long period that the tablet had lain in the earth it had become incrusted with crystals of niter which had to be removed with great care so as not to efface the precious writing. *The Observer* gives this summary of Dr. Hilprecht's own description of the tablet's message:

"This story was doubtless very old when it was inscribed on that tablet. The tablet itself was 200 years old, and had been shattered and buried when Abraham emerged from Ur, perhaps Nippur itself. The marvelous record has remained buried all these long centuries and now emerges to be given to the world in a land as remote from Abraham as if it were on another planet.

"The fragment from which this translation was made measures 2¾ inches at its greatest width by 2⅜ inches at its greatest length. It is about ⅞ of an inch at its greatest thickness. The side which bears the inscriptions is the reverse. The obverse had been broken off. This evidently contained the beginning of the deluge story, as the writer carried long lines over to the edge of the tablet, where they can now be seen on the fragment. Professor Hilprecht estimates that the complete tablet was about 7 x 10 inches. It was probably 1⅛ inches thick. What the tablet would tell if it should be restored in its entirety challenges the imagination.

"In his notes on the translation, Professor Hilprecht calls attention to the curious confirmation of the Bible story contained in the faulty rendering in the English versions of the Old Testament of the word 'window' for 'roof.' He also points out another error in the translation of the English Bible, which helps to confirm the age of the deluge story. He says that the Hebrew does not warrant the translating of the command to take two of each species into the ark. The word used in the Hebrew text means 'number,' not species. The command is to take two of a number or two instead of a number. And this is identically what the Nippur tablet says was the command of the Lord God.

"Professor Hilprecht discusses at length the various later Babylonian stories of the Deluge, which differ so widely from the Biblical version. He dismisses them one by one as impossible sources of the story in Genesis.

"'There remains,' he says, 'no other period to be considered when the oldest version of the deluge story could possibly have entered Canaan than the time when Abraham, whom I regard as a truly historical person, left his home on the Euphrates and moved westward.'"

The Observer then says on its own account:

"It is too early to speak of the full significance of this discovery, but it is manifestly a confirmation of the Biblical narrative and a disproof of the critical contention that the account of the deluge in Genesis could not have been written until long after Moses, because the story is plainly a Babylonian folk-tale and was introduced into Hebrew literature during the exile. It was part of the literature of the land from which Abraham emigrated."

Rabbi Hirsch, who is in a skeptical mood as regards other recent contentions (as shown elsewhere in this department), does not allow himself to be too much imprest by this either. He writes in *The Reform Advocate* (Cincinnati):

"Undoubtedly, Professor Hilprecht's reading of new deluge tablets and of confirmatory occurrence of the name Abraham somewhere in some newly deciphered inscription, of which we were apprized this week with usual flourishes of trumpets in our great dailies, will be hailed with ecstasy by our own Conservatives. Now, religion is once more safe! The deluge is proven a historical fact! Let us accept this inference, tho in all probability it is unwarranted. Deluge stories of the Babylonians are by no means as novel an addition to our knowledge of the contents of ancient literary compositions as reportorial imagination would have them be. These flood-narratives add nothing to the value of our Genesis as an exposition of earth's history; their slumbering in the dust of the centuries detracted nothing from the creditability of the Pentateuch either. Suppose we should have to accept that Noah once upon a time lived on the earth, would that add certainty to our religious conceptions? And suppose, even after Hilprecht's new readings, we should continue, as likely we shall, to hold that some chapters of Genesis are monotheistic adaptations of an originally polytheistic Babylonian myth, would that vitiate the force of our religion's appeal? The finding of the name Abraham in a Babylonian inscription does neither prove nor even help to prove the historical character of the person spoken of in Genesis. Yet, is religion dependent upon Abraham's authenticity?"

A $200,000 CHURCH FOR 20 CENTS

THEODORE BEZA, the great French reformer and biographer of Calvin, once put a barrel of gunpowder under each of the four central piers of Sainte Croix Cathedral at Orléans, and brought it crashing down in a heap of ruins. The French revolutionists pulled down the statues of French kings on the façade of Notre Dame, and painted across it, "TEMPLE OF REASON." But the Combists and Briandists of the present time would consider such acts amateurish and lacking in sound financial practicality. In the France of to-day the Government has confiscated the Church lands and buildings and placed them in the hands of "liquidators" or receivers. These receivers are supposed to sell the properties and hand the money to the Minister of Finance. One of these liquidators, Mr. Duez, conceived the brilliant idea of selling them at a low price to a ring he had formed, whose members let the buildings and share the profits. The splendid Church of the Redemptorists thus fell into the hands of these greedy robbers and speculators. It cost $200,000 to build; it was sold for 20 cents, and rented as a sweat-shop to a wholesale tailor at the rate of $2,000 a year, Mr. Duez and his friends, of course, dividing the money. The Paris correspondent of *The Daily Chronicle* (London) thus speaks of Duez:

"How he ever came to be appointed to his post is a puzzle to those unacquainted with the devious paths of French politics. He was formerly an assistant in a draper's shop, and afterward obtained a position as clerk to an official liquidator. Altho he possest little knowledge of business methods, and knew nothing of the intricacies of finance, he was appointed to succeed his employer when the latter retired. This was about eight months before the coming into force of the Association Law, under which the religious orders were suppresst. Duez, thanks to powerful influence, had several of these establishments put into his hands for liquidation. He does not seem to have been ungrateful, and his account furnishes admirable proofs of his never having forgotten his friends in the past. Among the many documents which the police seized was a report of a certain architect on the value of the Redemptorist Monastery and Chapel in the Boulevard de Menilmontant. The chapel alone had cost £40,000, and the value of the lead roofing was about £2,500. But the expert declared that the building was absolutely valueless and set it down as being worth the nominal sum of one franc. The building was afterward leased by a friend of the liquidator, who let it for £400 a year. In connection with the sale of the Marist Brothers' College, Mr. Duez is asserted to have benefited to the extent of £6,000."

JESUS FOR THE JEWS

"IT was really love's labor lost for anti-Semites to purge the prophet of Galilee of the taint of Semitic ancestry," says Emil G. Hirsch. In this phrase he answers some of the modern scholars whose claim that Jesus was of Aryan ancestry we treated in our issue of March 19. Rabbi Hirsch charges both Professors Haupt and H. S. Chamberlain with uttering no new thing, tho their forerunners "had merely suggested" what Professor Chamberlain, we are told, "in the sublime might of his superb mentality, announced as final truth." Rabbi Hirsch, writing in *The Reform Advocate* (Chicago), goes on to concede the letter of the claim for Aryan ancestry, but makes certain reservations that seem to rob the admission of vital significance. He says:

"Let him have been racially of Aryan stock! In the spirit, he was a Jew. Unless not only the genealogy of the Gospels, but also every utterance of his be unhistorical—and thus we are forced to concede that we know nothing of his teachings—Haupt and Chamberlain's Aryan Jesus talked, taught, hoped, prayed, and preached as only a Jew could have thought and worshiped and spoken. No Greek and no Teuton could or would ever have epitomized the Jewish prayers as did he; or have been moved to interpret holy writ exactly as did the Haggadists, the men of the Midrash, who taught by parable."

Rabbi Hirsch next turns to a more sensational claim that has recently been made by Professor Drews, of Carlsruhe, to the effect that Jesus was not a historical person. Here again the writer remarks that this is not a new claim, and outlines the orthodox reply to it. He writes:

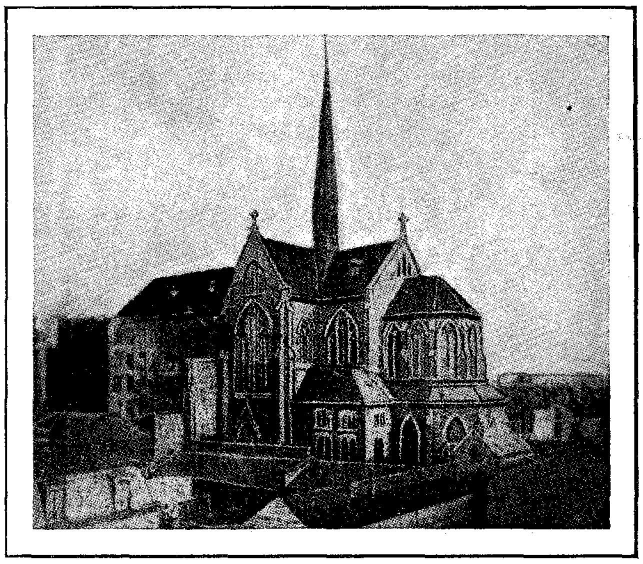
"Drews and Robertson, now sponsoring the negative view, were preceded by Bruno Bauer. Conservative and orthodox theologians have not hesitated to go on record as having no interest in the Jesus of history. Theirs is the faith in the Christ. Of the man Jesus, they concede, next to nothing is known. They appeal to Paul and ground their faith in the risen Christ on his testimony. The objective point of Drews's attack is the Jesus cult of modern Liberalism, a cult not in high favor with the spokesmen of conservative theology in Germany and England. Drews's critics are right when they contend that historical evidence to the existence of the man Jesus or the lack of such evidence is of no consequence in valuing the contents of the Christian religion. Paul's authenticity, the creditability of his experience, have a much more important bearing. Christianity exists. This fact is independent of any other fact. It matters not who wrote the words attributed to Jesus. They are in existence. They have wielded power and influence. Religion is not a question of facts; it is one of forces."

The meagerness of our knowledge of Jesus leaves the liberal Christians with as little to stand on as the orthodox, and gives the Jew no reason to prefer the liberal to the conservative, argues the writer, who says of these theological disputes:

"They bring out the weakness of the position of the Liberals. Their idealization of one historical personality has no clearer credentials than has that of the Paulinian theologians. It is as unhistorical as is the Christology to which these Liberals take exception. It is grounded in psychological needs just as is the Paulinian doctrine. And behind it all, the one undisputable fact—the Judaism and the Hellenism of the birth-time of the Church and its theology. Last, not least, these polemics ought to put an end to our aping or adopting the unhistorical idealizations of the liberal wing of Christianity. Non-Jews may be excused for canonizing such an ideal construction and reconstruction. We can not be. If we must quote New-Testament passages in our sermons, we should quote them from the sources whence they themselves were drawn."

A "CRUSADE AGAINST CALUMNY"

AN effort, world-wide, is being begun by a New-Zealand Catholic editor, to establish "agencies for the exposure and unearthing of the propagators of scandals and calumnies against the Catholic Church, its priests, and institutions." So *The Catholic Universe* (Cleveland) reports the work now being carried out by the Rev. Henry W. Cleary, D.D., who is at present in New York upon this mission. For years Dr. Cleary, it is said, has been using his paper, the New Zealand *Tablet*, to accomplish similar ends. At the Catholic congress, held in Sydney, Australia, last September, it was decided that Dr. Cleary should start upon his mission, beginning the work in Australasia by establishing a strong, permanent organization and reaching out thence to all other countries by uniting with the International Catholic Truth Society. *The Catholic Universe* proceeds thus in its account of the enterprise:



CHURCH OF THE REDEMPTORISTS,

One of the sources of Mr. Duez's fortune. The church was sold for one franc and rented for a tailor's sweat-shop at the rate of $2,000 a year, Mr. Duez and his friends reaping the profits.

"Funds were at once liberally subscribed in New Zealand to insure the success and permanency of the cable service. The Archbishop of Melbourne, who is the president of the Catholic Truth Society of Australia, took the matter up with the greatest cordiality, and knowing that Dr. Cleary was about to make a tour of the world gave him a strong letter of indorsement and recommendation.

"Dr. Cleary passed through New Orleans last week and, in conversation with a representative of *The Morning Star*, said that his work has been, so far, very successful. Everywhere he has been greeted with the utmost kindness by members of the hierarchy and clergy, and in every instance received the most hearty indorsement of his plan and promises of cooperation.

"Dr. Cleary has just completed the tour of South America and Central America, one of the special objects of the Australian Catholic Truth Society being to nail on the head, as it were, every slander concerning the Church, the bishops, and clergy in the Latin-American countries.

"Dr. Cleary is a linguist, and his splendid knowledge of Spanish gave him exceptional facilities for work and inquiry in the Latin-American countries. Having seen the great work of the Church there, having investigated for himself, and having the funds wherewith to carry on the most vigorous campaign, he returns fortified

> with facts and data that are unimpeachable, while at the same time he has unearthed many a false and libelous statement against the Church and clergy in South America. He declares that the hierarchy and clergy of the Latin-American countries are as noble a set of men as are to be found anywhere, while the condition of the Church is vigorous, progressive, and her work truly holy and apostolic.
>
> "Dr. Cleary deprecated the custom that Protestant missionaries have of manufacturing scandals in connection with the Church in Latin-American and Latin countries generally. He said that if the Catholic missionary were to spend his time going among the lowest and most illiterate portion of a population in outlying sections seeking out calumnies against Protestant missionaries instead of doing his duty, the record would be anything but inviting.
>
> "Dr. Cleary explained his purpose to the South-American bishops and clergy, and was everywhere cordially indorsed. He succeeded in establishing agencies in Montevideo, Paraguay; Buenos Aires and Corduba, Argentine Republic; Santiago de Chile; La Paz, Bolivia; Arequipas and Lima, in Peru; Quito, Ecuador; Caracas, Venezuela; Bogota, Colombia; Rio Janeiro, Mexico City, etc. It is intended to take up every case as it occurs and expose it, as in the case of the recent calumnious statements and bogus letter attributed to the Archbishop of Caracas. . . . . . .
>
> "It is proposed to make Rome the center of the work, which will reach into every clime.

NEW THEOLOGY SCORED IN BRITAIN

It is hardly worth the trouble it costs to turn men out of the pulpit for their views, but it is worth everything to pick the right men to let into the pulpit and prepare them to face the unrest of the age. This is the primary problem in training men to preach, said Principal P. T. Forsyth at the recent Free Church Council at Hull, England. To this unrest the Church must present "evangelical certainty, informed certainty, and teachable certainty," he affirmed, and it should be "the certainty of those who, knowing the best, know also the worst, know the way through it, and on the way learn much, learn to drop much, and to gain much." His enlargement upon this theme is taken as an attack upon leaders of the liberal wing of the Church like Dr. Campbell, about whom the terms "quacks" and "adventurers" are used. *The Christian World* (London) reports him in such words as these:

> "There should be no countenance, but only contempt, for adventurers who set up violently to discredit and revolutionize belief, not only without mastering the subject, but without having mastered a single theological classic or studied thoroughly and critically a single book of the Greek Testament. We ought to repel with warmth the claims to teach of men who inhale their theology out of their age, as orchids grow with their roots in the air, instead of planting it in historic revelation, like the tree of life. This is not the scorn of orthodoxy for heresy, but of the competent for the smatterer who sets up as an authority. It is scorn for amateur guides who offer short-cuts to certainty which all the labor and science of the saints have missed; and who undertake to get New-Testament apostles out of the way by old-age pensions. Attacks on Christian belief based on ignorance or hatred are quackery. We must be patient with those whose minds are unsettled, especially the catechumens of the ministry. We must, however, be providing real means for settling those minds, and we must not turn teachers loose on an unsuspecting public, knowing them to be without a competent message, or power to hold it in a crisis."

He goes on to deal more explicitly with the New Theology's teachings concerning sin and atonement. Thus:

> "Let us be quite clear, both to inquirers and doubters, that an evangelical Church rests on the New-Testament fact of final redemption from guilt in Christ's Cross, however it may construe theories of the atonement; that the matter of sin and its forgiveness, guilt and its removal, is the marrow of Christianity; that such experiences as these, which pervade the whole evangelical succession from Paul to Wesley, are not pathological to religion, but are the true life of the Christian Church. Let it, further, be part of our attitude to certain phases of the modern movement to say this—that if any public teachers treat evangelical faith, with all its stress on sin, as a disease of healthy-minded religion, and call Christ 'just a man, but what a man!'; if they treat Christ, even when he is believed to be historical, merely as a great quotation from the past instead of the very life of the present; if they say each man is a Christ, and that Christ made no atonement in any other sense than that in which each man has to make his own; if they abjure historic and apostolic Christianity as a rudimentary phase, and especially if they dismiss a historic Jesus—if they do this while all the time enjoying the name, the credit, and the funds of the evangelical faith, we think it dishonest and ignoble. It is obtaining influence under false pretenses, and eating the bread of a faith denied. It is intellectual immorality, public malversation of trust, and abuse of lawful freedom."

The Christian Commonwealth (London), Dr. Campbell's paper, takes up the cudgels for the New Theology, and in a signed editorial by J. M. Lloyd-Thomas says:

> "We refer to this address not in order to retaliate with bitter and unchristian recrimination, nor yet to make a parade of turning the other cheek to the smiter, but rather to comment on some of its less personal criticisms. There is much in it—for example, its insistence on history and the historic Jesus—with which we agree. There is much that we disagree with which is yet significant and suggestive. It is no small thing to have a frank admission from an aggressive champion of reaction that 'theological orthodoxy as an ideal—mere correctness of belief as the object of the Church—was practically gone.' Let us thank God that so far, at any rate, liberal Christianity has triumphed. After all, it is not every principal of a theological college that even now will acknowledge this collapse of orthodoxy. Indeed, it is just here that the sting stabs. Were orthodoxy secure, we should not have these pitiable periodicities of bad temper. But the facts are too plain: orthodoxy has been publicly found out, and must therefore be abandoned. It might naturally be supposed that the only reasonable alternative would be a broad-hearted and wide-eyed liberalism careful to conserve all that is valuable in the living tradition of the Christian Church, but ready to accept every new truth. But no: 'theological liberalism had notice to quit; it had got its death sentence.' It is true, contended the speaker, that the infallibility of the Church had gone and also the infallibility of the Bible; but there remained 'the infallibility of the gospel which produced both the Bible and the Church.' This is an arresting assertion which but for its exaggeration would be altogether admirable. The difficulty, however, comes in when wistful multitudes ask, 'And what precisely is this infallible gospel? Who is its living interpreter and exponent?' The Pope will answer 'the Church,' and will immediately add on the royal principle of *L'état, c'est moi*, 'The Church, it is I.' The only alternative Dr. Forsyth offers to this is to repeat 'the gospel,' and to add 'the gospel—it is such as I announce it to be.' Now, there is no occasion to decide which of these two ultramontane absolutisms has the better claim, for the modern mind has irrevocably rejected both. If the historic Jesus, as he is being rediscovered through the labors of undogmatic and devout scholars, is not to be allowed to be the interpreter of his own gospel, nor yet the consensus of his free followers who seek to perpetuate his personality through the Church, it is hardly likely that any single theologian, however self-confident and dictatorial, will be allowed to legislate for other theologians equally competent tho less despotic. Are we going to hand over to this or that individual the right to pontificate at large and pronounce these arrogant final judgments on what the gospel is and is not?"

The liberal movement is here, triumphantly asserts this writer, adding that "it is not in mortal man nor in any combination of men to stay its oncoming flood." Further:

> "The Pope may think he can suppress Modernism. Dr. Forsyth in his own narrower sphere may share this papal delusion. Spurgeon thought he could do it once upon a time. Many others more competent than these have made the same pathetic blunder. Such efforts are now belated, discredited, and discreditable. Heresy-hunting may bring glory to the heretic, but it can not fail to bring shame to the reactionaries and obscurantists who indulge in that obsolete sport. Their day is done. We know, and probably they know, that the cause of liberal Christianity is an irresistible and victorious cause. Wherefore, to quote the wise words of a member of the Free-Church Council after a prolonged discussion on the virgin birth, let us get to business."

AMERICA'S PRIZE AT STRATFORD

THREE hundred competitors sought for a prize in drama at Stratford-on-Avon and the winner is an American, Miss Josephine Preston Peabody. Her play is a poetic drama called "The Piper," based upon the legend of Hamelin town that Browning has made so familiar. "To be hailed the winner in a poetic contest in the birthplace of Shakespeare himself," says the New York *Evening Post*, "is a distinction of which she, and with her all American womanhood, may well be proud." But the satisfaction must be seasoned with a little chagrin, this journal thinks, that "so striking a work should have to go abroad to find managerial appreciation and the certainty of speedy production." The work will be put on the stage by Mr. F. R. Benson, the English manager, and will have a place in the program of the annual Shakespeare festival, beginning at Stratford on April 22. *The Evening Post* observes:

JOSEPHINE PRESTON PEABODY,

Who put the pied piper of Hamelin into a drama and won the prize over 300 competitors at Shakespeare's home town.

> "The piece has a spiritual and poetical bloom which in stage representation could be preserved only by the most skilful and delicate treatment, and it is satisfactory, therefore, to know that it is to be played by the company of Mr. Benson, who has done more for the poetic drama than any other living man. Of course, we shall soon have 'The Piper' here, now that its merits have been acknowledged elsewhere."

The case for the play in this country is not so bad apparently as it had seemed, tho the interest it had aroused was not a matter of public knowledge until this statement appeared in *The Evening Post*. Immediately Mr. Walter Hampden, who appeared so long and successfully as *Manson* in "The Servant in the House," wrote to the paper these words:

> "Without knowing anything of the literary encomiums which had been bestowed upon the play, I read the copy Miss Peabody sent me on January 20, instantly recognized its poetical and dramatic qualities as of a high order, and at once secured an option upon it for production. On the first reading I was so imprest with the spiritual splendor of its subject, so captivated by the charm of its treatment, and convinced of its practical worth on the stage, that I decided to do everything in my power to secure its production. I shall be surprized and disappointed beyond measure if my efforts come to naught.
>
> "The writer of your editorial, tho without so intending, seems to discredit the intelligence and judgment of our stage-folk. Your writer remarked that 'Of course we shall soon have "The Piper" here, now that its merits have been acknowledged elsewhere.' This thought is only too current, and its concealed sarcasm seems to me to create and foster the very conditions your writer deplores. . . . Such thoughts are certainly ill-founded and hasty, but nevertheless constantly reiterated by writers upon the stage. They tend to discourage all earnest effort by creating an unnecessary obstacle to progress."

The Boston *Evening Transcript* gives a synopsis of the play, which begins thus:

> "A party of strolling players are just concluding their show—'a Noah's Ark miracle-play of the rudest.' It is the market-place of Hameln late in a golden summer afternoon of 1284 A.D. *Cheat-the-Devil*, one of the players, has been prodding 'lost souls' into the jaw-like opening of that piece of medieval stage-property known as Hell-Mouth, to the mingled joy and horror of the multitude, while *Anselm*, the young priest, opens the speech of the play with an admonition to profit by the sober lesson of the spectacle. Three days have passed since the ridding of the town of its pest, and *Jacobus*, the smug old Burgomaster, is alternately felicitating his fellow citizens on their deliverance, and himself, in oily circumlocutions, on the utter disappearance of their benefactor. It were well, after the manner of grateful governments, to consider ourselves delivered by the hand of heaven—without charge. His stately language is punctuated from the player's tent by sarcastic caterwauls from him who played *Reynard-the-Fox*. Still, it were well to go through the form of offering to pay the promised fee; it were well to have the vanished stranger called by the Herald: 'Oyez! Oyez! Oyez!' *Reynard* steps forth from the tent. Life has played us its detestable trick of taking us at our word. It is the man.
>
> "The burghers haggle; the strange one is firm, yet dignified. There is a mysterious air of power about the man. He summons forth two of his companions: *Cheat-the-Devil*, revealed as a pale and timorous youth, gentle and half-witted; the one who had worn the bear's head, *Michael*, a sword-swallower by profession, a dreamer by vocation. They three are to share the fee. Some bargain must be made. The burghers withdraw into the Rathaus to confer. Out in the square about the figure of the piper goes the life of the place. *Barbara*, the Burgomaster's daughter, keeps eying the youth *Michael* with a fascination; *Jan*, the lame little son of the woman *Veronika*, who was 'not born in Hameln,' cries out suddenly on the stranger, 'Oh, I love the Man!'"

The Burgomaster, after long haggling among the burghers, comes out of the Rathaus and offers the piper 15 guilders instead of the 1,000 promised. Then

> "A swell of organ music sounds from the minster across the square. The eye of *The Piper* darkens. He refuses, and the burghers threaten. Lights glow at the minster windows in thickening dusk. The sonorous chant of the organ rolls through aisle and nave and reaches them where they stand, the people, half-cowed, half-doubting. Then, led by the Burgomaster, they go in to worship. *The Piper* stands alone in the square.
>
> "Not quite alone. The children are about him, begging him to pipe again. Horror and pity that they should be destined to lives like these come over him. He looks on them and begins softly to pipe the Kinderspell.
>
> The children stop first, and look at him, fascinated; then they laugh, drowsily, and creep closer—*Jan* always near. They crowd around him. He pipes louder, moving backward, slowly, with magical gestures toward the little by-streets and the closed doors. The doors open everywhere.
>
> Out come the children: little ones in night-gowns; bigger ones, with playthings, toy-animals, dolls. He pipes, gayer and louder. They pour in, right and left. Motion and music fill the air. *The Piper* lifts *Jan* to his shoulder (dropping the little crutch) and marches off, up the street at the rear, piping, in the midst of them all.
>
> Last, out of the minster come tumbling two little acolytes in red, and after them, *Peter* the Sacristan. He trips over them in his amazement and terror; and they are gone after the vanishing children before the church-people come out.
>
> "At a shriek from *Old Ursula*, 'The bell! the bell!' *Peter* rushes and tugs at the bell-rope to break the witchcraft. The iron tongue begins to speak thickly. The people pour out of doors learning the horror from one another as they come; lights multiply; parents scream for their children; they accuse each other of the false bargain; lamentations fill the air. Above the clamor sound the knelling strokes of the bell."

Citations are given from a scene in the land whither the children had been taken. "Humanity invades this airy pleasure-dome of the soul."

> "It is *Veronika*, braving the terrors of the haunted cross-roads, calling in a wail for the little lame boy, her *Jan*. *The Piper* fronts her; she is haggard, but resolute. She asks first to be told that the children live. *The Piper* swears it. And he says, 'like a wounded animal,' even while refusing to return them to their bondage:

You hurt me
Somewhere—you hurt me.

"Again, he cries passionately:

But for only you,
What do they know of children?—Pfui, their own
Who knows a treasure, when it is his own?
Do they not whine: 'Five mouths around the table,
And a poor harvest; and now comes one more'?
God chasten us!—Pfui!—

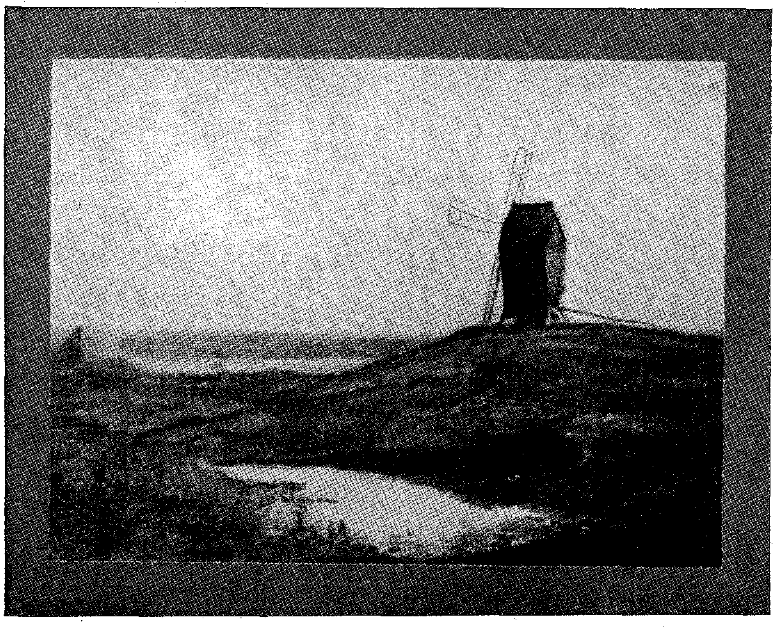
VERONIKA (dully)—
. . . But I must be patient.

PIPER—
You know, you know, that not one dared, save you,
Dared all alone, to search this devil's haunt.

VERONIKA—
They would have died—

PIPER—
But never risked their souls!
That knew I also. . . . . . .
. . . 'Young faces,' sooth,
The old ones prate of!—Bah, what is 't they want?
'Some one to work for me, when I am old;
Some one to follow me unto my grave;
Some one—for me'? Yes, yes. There is not one
Old huddler-by-the-fire would shift his seat
To a cold corner, if it might bring back
All of the children in one shower of light!
. . . The younger men?
Aha! Their pride to keep the name alive;
The name, the name, the little Hameln name,
Tied to the trade; carved plain upon his gravestone.

"'My longing will bring back my own,' cries the woman desperately, as she reels blindly away. The wild heart of the gipsy has encountered something in Nature more imperious than Nature's wildness. He has encountered her passionate gentleness in the mother. Vainly he struggles against it, and the symbolism of the conflict is splendidly imaged in the splendor of the verse. He turns to the shrine of the Christ, the Lonely Man, in impassioned appeal, his arm uplifted, his hand outspread as to ward off some unseen accuser.



"OLD MILL NEAR ST. CLOUD."

One of the pictures that caused litigation between an art-dealer, William Clausen, and W. T. Evans, who withdrew the work after presenting it to the National Gallery in Washington.

I will not, no I will not, Lonely Man!
I have them in my hand. I have them all—
All—all! And I have lived unto this day.
(He waits as if for some reply)
(He pleads, defends, excuses passionately; before his will gives way, as the arrow flies from the bowstring.)
—I will not give them back!

* * * * * *

Look, Lonely Man! You shall have all of us
To wander the world over, where You stand
At all the crossways and on lonely hills—
Outside the churches, where the lost ones go!
And the wayfaring men, and thieves and wolves
And lonely creatures, and the ones that sing!
We will show all men what we hear and see;
And we will make Thee lift Thy head and smile.

* * * * * *

No, no, I can not give them all! No, no,
Why wilt Thou ask it? Let me keep but one.
No, no, I will not. . . . . .

* * * * * *

. . . Have thy way. I will!"

THE PICTURE "BUNCO-GAME"

A PICTURE-DEALER who has lately been on trial in New York for selling bogus paintings was alleged by one of the witnesses to have once said that the whole picture business was "a bunco-game." Whether the man so charged ever said the thing or not, it seems certain that the trial will implant the suspicion in the average lay mind. In commenting upon the trial the New York *Press* points out that "few Anglo-Saxons have much sure understanding of painting and sculpture, and this fact renders them liable to be grossly imposed upon." The writer, however, thinks that "crass thieves and confidence men in this line are not as frequent as they appear to be to the cynical judgment." One thing the trial developed seems to be that the layman who goes afield for expert opinion will fall into confusion over the disagreement of the doctors. The main purpose of the trial was to settle the question of the authenticity of two pictures attributed to Homer Martin. They are called "Near Newport" and "The Old Mill Near St. Cloud," Mr. W. C. Brownell, an acknowledged authority and writer on art matters, and a friend of the late Mr. Martin, is reported to have said:

"I first saw 'Near Newport' when it was hanging beside Martin's 'Newport Neck,' in the Lotos Club. The contrast was great. I saw nothing in it that recalled the work of Martin except that it looked to be a caricature. Martin's work was marked by intellectual power and beauty, neither of which was in the canvas before me. I did not see Martin's characteristic treatment."

Asked as to what there was about the "Old Mill" to show that it was an imitation, Mr. Brownell said:

"Negatively I should say there was nothing. Positively there are several things. The arms of the mill try to catch Mr. Martin's manner of vagueness, but he never employed vagueness in the chief characteristics of a picture. The shape is one that would have been disagreeable to Mr. Martin, having an excess of length over height. It was in plan very like another picture he had painted, and I don't think he would have considered it honorable to paint two so similar pictures."

Later in the trial Mr. F. Hopkinson Smith, owning that he was by profession "a painter, also a writer and an engineer," said he had known Homer Martin and knew the picture in question. He believed it to be genuine, backing up the judgment with these words:

"A picture is very like a check which is torn from a check-book. When you present the check at the bank, the moment the man looks at it he knows what house it came from, but he doesn't pay until he has examined the signature. An artist doesn't write with a pen, but with a brush, and every artist has an individual touch. Martin took his brush, and he used a great deal of medium, varnish, or whatever it was. He took the color on his brush pure and dragged it across the canvas, and in between the marks of the brush he got the different tones of the original pigment. That is what some artists call vibration.

"Another peculiarity of Martin was his grave points. He was not a great artist, he was not a great draftsman; he was a very sad man. He had had a great deal of trouble and during a portion of his life was very poor. It went into his work. The most striking characteristic of every painter is how he puts the pigment on the canvas; how he moves his brush. You can tell it as you can his signature. You can't forge an artist's brush-work."

Mr. Smith said that this statement applied particularly to "The

Old Mill." An artist called in to testify admitted that he had transferred the painting in question from the old canvas. The picture, he said, was "in bad condition . . . discolored, cracked, and painted on a leaden-hued cotton canvas," and so he transferred the paint "to a new white canvas." The canvas was one of the things that aroused suspicion. But such transfers are often made in old paintings.

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THE OBOE,

An instrument "traditionally pastoral, or of penetrating melancholy."

The New York *Evening Post* thinks that, irrespective of the outcome of the trial, the plaintiff, Mr. William T. Evans, has done a public service in appealing to the courts for redress on the belief that false pictures had been sold to him. The editorial opinion of this paper is:

"If collectors generally would follow his example a base traffic would soon be checked. That this kind of courage is exceptional the testimony in the trial shows. Ordinarily, the most that a victimized amateur will do is to demand restitution of his money, sending the fraudulent pictures back to be sold to somebody else. There are a number of dealers who frequently redeem the worse than rubbish they have sold. They can well afford to do so, since for one collector whose suspicions are aroused a hundred remain in complacent possession of their bargains. The result is that thousands of picture forgeries of the ancient schools, and of the French and American schools of the last century, have been distributed. They crowd our collections of the middle class, are bequeathed to widows and children as valuable assets, are pledged with banks for loans, and some even get into public museums.

THE TOM-TOM,

The "most sinister of all the percussion instruments," used by Strauss at the moment of *Salome's* death.

"Such is the result of tolerating the tricky picture-dealer. Mind you, the situation is well known. Constantly collections that come into our better auction-rooms are rejected or weeded out for this reason. Whole galleries accepted as collateral have been condemned by experts. . . . Will decent men in any other business relations admit that sheer swindling calls for no penalty save annulment of the transaction?"

THE MODERN ORCHESTRA

PEOPLE who have read accounts of Richard Strauss's "Elektra," or even of such purely orchestral works as "Don Quixote" or the "Domestic Symphony," have heard of strange company kept by the old-time instruments of the orchestra. No object capable of producing sound, whether a musical instrument or not, has seemingly been unutilized by this strange wizard of realism. But his mastery of what is regarded as the legitimate orchestra is still one of his preeminent qualities among composers. Mr. Lawrence Gilman tells us how he achieves the supreme vividness of the final scene of "Salome" by a purely orchestral effect. *Herod*, at this moment, beholds with horror "the spectacle of his insensate stepdaughter fondling the severed head of *John*," and cries out, "She is monstrous!" Thereupon the slaves, at his command, extinguish the torches, and a black cloud conceals the moon. The situation is illustrated in the orchestra, says Mr. Gilman, in *Everybody's Magazine* (April), by what is probably the strangest and most hauntingly graphic instrumental effect ever conceived. We read:

THE BASSOON,

The bass of the wood-wind, "capable among other effects, of lugubrious or grotesquely comic speech."

"It is an uncannily dissonant chord, sounded *pianissimo*, and with ghastly mystery, by the veiled and lugubrious tones of trombones, horns, 'cellos, a double-bass, and an organ, combined with the menacing reverberations of a Chinese gong, under unearthly and long-drawn trills of the wood-wind. It is not beautiful; it is not noble; yet it is the achievement of a master of instrumental delineation; and it would have been impossible of accomplishment a century ago."

THE ENGLISH HORN,

Which produces a "somberly pathetic" tone especially effective in the "dolorous piping" of the Shepherd in "Tristan und Isolde."

The reason of this impossibility is that the modern orchestra is so enormous a development over that of a hundred years ago. Mr. Gilman calls it "the most wonderful instrument in existence," and asks if it is not almost incredible "that a few prosaic contrivances of wood, catgut, horsehair, and metal may be so combined and manipulated that they will suggest to the hearer, with marvelous vividness and beauty, the dim-flowing liquidness of a river's depths, a sunrise over mountain-tops, the murmurous stillness of a forest, the prismatic sublimity of a rainbow." Haydn's orchestra, regarded purely as a vehicle of expression, says this writer, "is, in comparison with the orchestra of Wagner, Strauss, or Debussy, as meager and colorless as the square piano of our excellent grandmothers is beside the superbly sonorous 'grand' of to-day." Mr. Gilman explains:

"The modern orchestra, like the Gaul of our troubled youth, may be divided into three parts, with a subsidiary part—which is perhaps a Celtic way of saying that it comprizes four main groups, or families. These are called by musicians the 'strings,' the 'wood,' the 'brass,' and the 'battery'—which, being interpreted, mean, respectively, the instruments played with a bow—the violins, violas, violoncellos, and double-basses; the wood-wind instruments—flutes, oboes, English horn, clarinets, and bassoons; the instruments of brass—horns, trumpets, trombones, and tubas; and, finally, the less important 'battery,' or instruments of percussion—the various kinds of drums, the cymbals, triangle, gongs, etc. The harp, as befits its seraphic and supermundane character, transcends these utilitarian classifications.

"In a typical orchestra of to-day—say, the Boston Symphony Orchestra—these instruments are represented as follows: Of the strings there are 30 violins, 10 violas, 10 violoncellos, and 8 double-basses; of the wood-wind there are 4 flutes, 3 oboes, 1 English horn, 3 clarinets and 1 bass clarinet, 3 bassoons and 1 contra-bassoon; among the 'brass' are 8 horns, 4 trumpets, 3 trombones, and 1 bass tuba; while the 'battery' includes 2 kettle-drummers and 4 players for the other percussive accessories; and there is, of course, the indispensable harpist. That is to say, the modern composer has at his command an instrument of 100 tongues."

In the matter of details, the composer "has at the disposal of his imagination an almost infinite variety of individual tone effects of orchestral 'color.'" In ways like these:

"The violins will serve him for almost every kind of utterance, from the gravest and most poignant sorrow to the most exuberant gaiety, from threatening ferocity to ethereal delicacy and sweetness. With them Wagner paints the mystical descent of angels in the 'Lohengrin' prelude; the desolation of the heartsick and wounded *Tristan*, pining for his *Isolde;* the sinister and detestable glee of the Nibelung dwarf, *Mime*. The violas (and the viola is, roughly speaking, only a violin of larger size and deeper compass) will yield him a tone-color more somber and poignant, richer and more mournful, than that of the violins—it is a solo viola that is chosen by Berlioz to impersonate the rôle of the brooding and Byronic hero of his symphony, 'Harold in Italy.' For amorous or elegiacal utterance the 'cellos are supremely fitted, while the double-basses, the foundation of the orchestra, can paint for Beethoven the rumbling of thunder in the storm-scene in the 'Pastoral' Symphony, or they can caper with heavy and grotesque humor in the Scherzo of his Fifth Symphony.

"There is the flute, with its cool and limpid sweetness; the oboe, traditionally pastoral, or of penetrating melancholy; the somberly pathetic English horn (an oboe of deeper compass), which, in Wagner's 'Tristan,' is heard in the dolorous piping of the shepherd, whose tones recall to the dying lover the sorrows of the past, but which can also pipe the sprightlier lay of the shepherd in the first act of 'Tannhäuser.' There is the clarinet, an instrument of wonderfully varied powers of expression—it is, as Mr. William James Henderson once aptly called it, 'the dramatic soprano of the orchestra.' 'Its voice,' Berlioz declares, in his classic treatise on instrumentation, 'is that of heroic love'; yet 'there is nothing so virginal, so pure, as the tint imparted to certain melodies by the tone of a clarinet'; and he speaks, too, of its capacity for 'coldly threatening' effects.

"In the bassoon, the bass of the wood-wind, the composer has an instrument of dark tone-quality, capable, among other effects, of lugubrious or grotesquely comic speech. When Meyerbeer, in the scene of the resurrection of the nuns in his 'Robert le Diable,' as Berlioz points out, wished to find 'a pale, cold, cadaverous sound,' he obtained it from certain notes in the bassoon. In rapid passages, the effect of its lumbering and ponderous speech is sometimes extremely funny.

"Of the brass instruments, there is the French horn, preeminent in the orchestra for the rich and golden beauty of its tone—the most romantic of instruments, yet capable of vigorous and forceful utterance. Opera-goers will remember the entrancing effect of *King Mark's* retreating hunting-horns in the second act of 'Tristan und Isolde,' and the delightfully vigorous and buoyant effect which the horn gives to *Siegfried's* typical motives in Wagner's forest drama. Or the horn can sound veiled and mysterious, as in the unforgettable passage accompanying the scene in 'Götterdämmerung' where *Siegfried* drinks the magic potion which causes him to forget *Brunnhild*. As for the trumpet, it can be brilliantly militant or heroic—in the magnificently impressive opening of Richard Strauss's tone-poem, 'Thus Spake Zarathustra,' it is used with wonderful effect to suggest the spectacle of the rising sun as witnessed by *Zarathustra* upon the mountain-tops. The trombone, admittedly the king of orchestral instruments, speaks with a voice that can be both majestic and ominous, nobly exalted or supremely terrifying. The bass tuba is the bass of the brass instruments. It is picturesquely used by Wagner in 'Siegfried' to paint the formidable aspect of the dragon *Fafner*."

DINNER AND DRAMA AT DAGGERS DRAWN

IT has often been charged that modern plays have deteriorated because the audience goes to the theater to digest its dinner. Under such conditions any unusual demands upon the minds of the theatergoers are resented, and, consequently, the inferior play is more apt to flourish. There are signs that at last the theater has "got its back up" against the dinner-table, especially in France, where the incongruity of the situation is gravely discust both by theatrical managers and by authors. The other day Maurice Donnay, the Academician, delivered himself on the subject, and afterward Pierre Maetier gave a public lecture on the theme. In the pages of *Les Annales Politiques et Littéraires* (Paris) Maetier's words are summarized in this form:

"I do not know whether it is as interesting to those in the country as it is to our Parisian readers. I presume that, in the great centers which gladly follow the example of the capital, they do not begin to dine until eight o'clock; but in the little cities, the towns, and the villages, the old customs have not entirely passed away, and half-past six for family dinners, and seven for formal occasions, are considered very proper hours.

"Here, the abuse increases every day. I remember that, 30 and 35 years ago, the hours which I have named were never exceeded. My childish memories recall certain performances at the Opéra-Comique which began at a quarter to seven o'clock. The Théâtre Français played as curtain-raisers pretty pieces in one act, performed by the best members of the company. By half-past seven the house was full of eager spectators. To-day, the audience scarcely comes before nine o'clock, and these little plays have been suppress or given over to the understudies. The works themselves which form the substance of the entertainment do not exceed three or four acts, and take the place of those ample comedies, those grand dramas in five acts, wherein the Dumas, the Angiers, and the Barrières excelled.

"You see that the problem is not so frivolous as it may appear, and that the dinner-hour exerts a real influence upon intellectual life and literary production. Why is this meal indefinitely delayed? The phenomenon is inexplicable, like the law which causes cities to develop toward the west. One must yield to the facts without trying to understand them. We must become resigned to the change of customs. We can say to ourselves, however, that the remedy will spring from the excess of the evil, and that the delay of dinner will abolish it. It will change its name and character. It will be a supper. We shall no longer dine before going to the play; we shall simply swallow a cup of tea. Upon our return, we shall sup.

"And these nocturnal repasts, animated by the sparklings of wit and of champagne, will lead us back to the pleasant customs of the eighteenth century, and will revive a charming tradition. Everything begins afresh, indefinitely. Man turns like a squirrel in his cage, and returns unceasingly to his old ways."—*Translation made for* THE LITERARY DIGEST.

AUTOS, GOOD ROADS, AND THE COST OF LIVING

WHILE current discussion of high prices for food and clothing has led to citations of growing extravagance as exemplified notably in the use of automobiles, a writer in *Motor*, Thomas L. White, contends that the ultimate influence of the automobile as a transportation-vehicle for freight will result in sending men back to farms and reducing the cost of living. He declares that "the diminished fertility of soil, the depopulation of rural districts, the growing congestion of cities, and the decreasing food-value of the dollar," have a special relation to the automobile industry. No other industry now has so important a relation. He believes that, in relieving the present situation, "the self-propelled vehicle will justify, from the national standpoint, the expenditure of brains and money hitherto so freely lavished on its development."

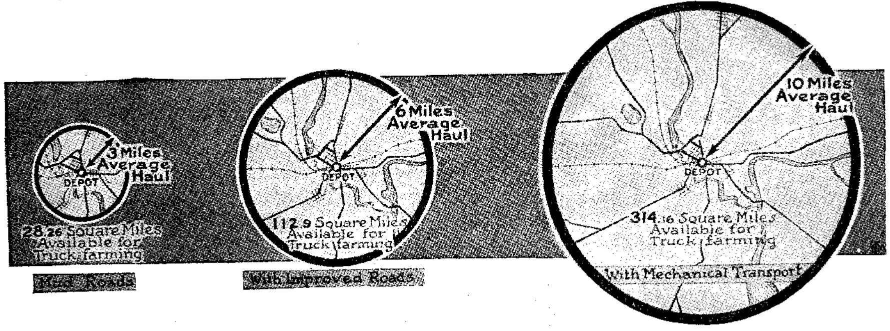

3 Miles Average Haul
DEPOT
28.26 Square Miles Available for Truck farming
Mud Roads
6 Miles Average Haul
DEPOT
112.9 Square Miles Available for Truck farming
With Improved Roads
10 Miles Average Haul
DEPOT
314.16 Square Miles Available for Truck farming
With Mechanical Transport

DIAGRAM TO ILLUSTRATE THE EXTENSION OF THE AREA FOR TRUCK-FARMING FROM THE AREA POSSIBLE WITH MUD ROADS AND HORSE-VEHICLES, TO THAT POSSIBLE WITH GOOD ROADS AND MOTOR-VEHICLES.

Mr. White does not overlook the fact that present conditions in the consumption of automobiles will not effect this result. The automobile must first become an industrial vehicle in a much larger sense than it is a pleasure-vehicle. So long as twenty pleasure-vehicles are manufactured to one commercial vehicle, which is the case now, it can not be cited "as an economic instrument, or an industrial necessity or a national productive asset." Eventually, however, the motor-car will "find itself," in the sense that it will "satisfy a new and stable industrial need." He cites recent statistics as to the rise in the price of wheat, corn, beef, potatoes, and hogs, and maintains that, as this rise far exceeds the rise in industrial products, we must conclude that, in the main, it is "an isolated phenomenon, due to special conditions under which the produce of the land is raised, distributed, and sold."

The determining factor which has recently affected rural industries is "the inadequacy, in the face of modern requirements, of our system of rural communication, which remains much the same as in the time of Abraham Lincoln." Every commodity pays what is called "a wheel-tax," because nothing practically is now produced in the place where it is consumed. Back, therefore, of every reason for increase in the cost of living, lies in some form the question of transportation.

The feature of farm life, which is making it less and less attractive to the average man, is its isolation. Only by aid from good roads and self-propelled vehicles can an aggregate of scattered farms be made to become, in a social sense, a community and, in an economic sense, an industrial center, capable of filling the legitimate ambitions of men of brains. The question, therefore, of attracting more capable men to farms, and especially a class which can restore the impaired resources of the soil, the question also of checking the growth of cities at the expense of the country, is fundamentally a question of better methods of communication.

The real root of the present trouble as to high prices is that "the growth of the urban population is taxing the productive capacity of the farms under existing conditions of access." Our only remedy lies in increasing the productive value of agricultural lands by building roads so much better that the farmer can employ mechanical aids, not only in raising his crops, but in getting them to market. Government reports show that improved highways inevitably result in a diversion of population back into agricultural pursuits, and that, conversely, a continuance of bad roads results in a diminution of rural population.

Mr. White believes it has not occurred to many people that it is the backward state of our rural system of communication that has made possible the control of prices by men banded together as monopolies. Speculation in staples like wheat "would practically be eliminated if the yield could be held in storage by the farmers and sold as needed." It is not the short-sightedness of the farmer that prevents this being done now, but "the impassable character of roads during the late autumn and spring rains." After the harvest there is always "a glut of wheat in the grain centers where the visible supply figures as a speculative collateral." Besides there comes into the reckoning the extra cost for storage in places where rent is high, the expense incurred amounting to about 10 per cent. of the value of the crops. He says, further, as to the cost of the haul:

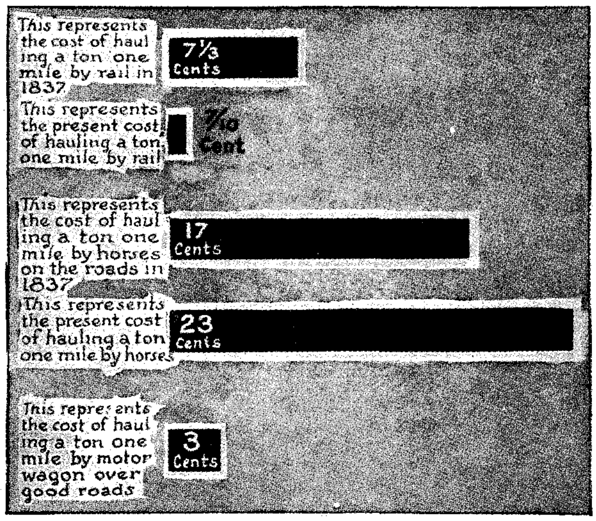


DIAGRAM TO ILLUSTRATE THE DECREASE IN THE COST OF TRANSPORTATION BY RAIL, THE INCREASE IN THE COST BY HORSE-VEHICLES, AND THE LOW COST BY MOTOR-TRUCKS OVER GOOD ROADS.

"It has been calculated that the average length of haul of agricultural produce under present conditions of rural transportation is ten miles at a cost of twenty-five cents per ton-mile. The aggregate amount handled is, on a conservative estimate, 200,000,000 tons annually. In fact this figure is far below the actual total, for it only takes account of produce actually delivered for shipment to the railroads and makes no allowance for produce shipped by water, or for supplies and machinery hauled from the depots to the farms. This gives, as the direct 'wheel-tax' paid by the ultimate consumer, the gigantic annual sum of half a billion dollars.

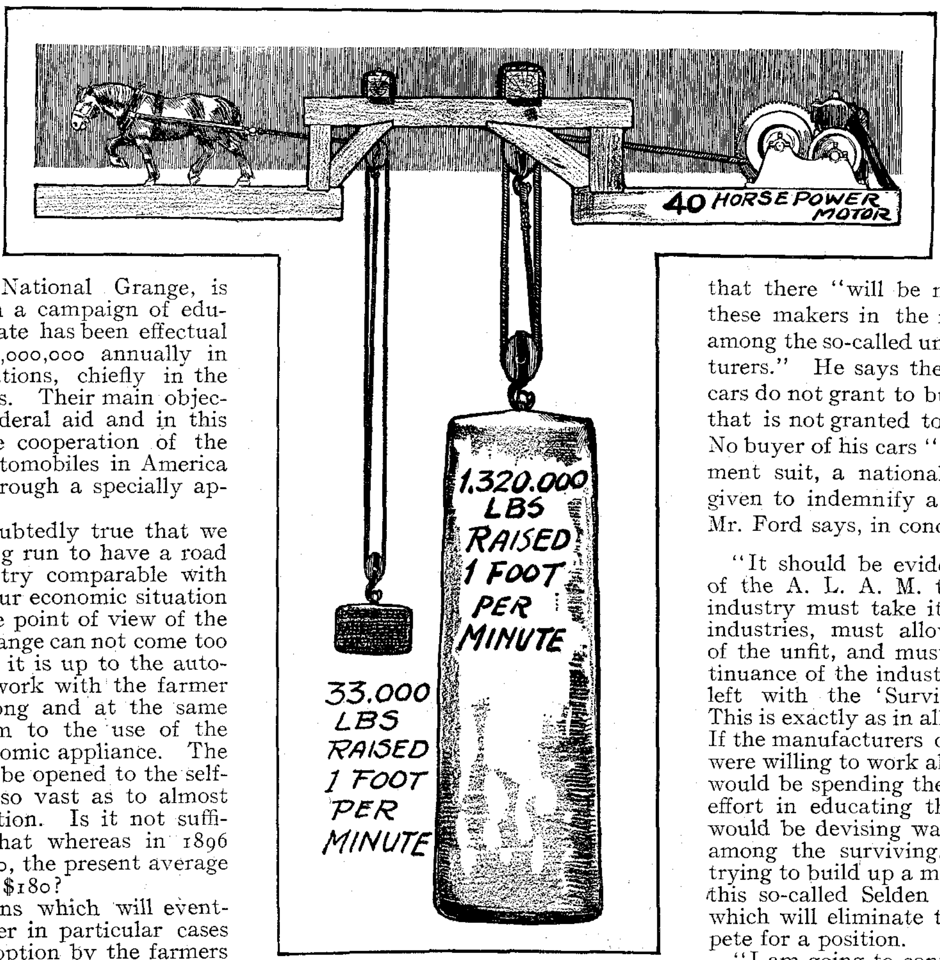
"Now while it is impossible to attempt here to estimate the changes in cost and conditions and total amount hauled which would result from the adoption of the commercial vehicle, so far as the road itself is a factor the part of this annual charge which represents the penalty for bad roads is easily calculated. Years of experience in France, in Germany, and in England have shown that on improved roads in fair condition the ton-mile cost should never exceed ten cents. This would give the cost of hauling 200,000,000 tons an average distance of ten miles as $200,000,000. In other words, there is a direct addition to the cost of living of the nation as a whole of $300,000,000 per annum, which is quite unnecessary and due simply to backward communications.

"If we take the total road mileage of the United States as 2,000,000, and the total cost of improvement on a classified basis, whereby the money spent in each case is determined by the amount of traffic which the route in question must accommodate, as $900 per mile, we are compelled to the astonishing conclusion that the amount which the nation directly pays as a penalty for bad roads would in three years' time put every road in the United States in first-class condition. And this deduction is independent of all allowance for such indirect drains on the public income as unnecessary storage, speculators' profits, and the like."

Of the importance of a general extension of the good-roads movement, Mr. White writes with much emphasis. He takes up the question of the money needed for the work and where it is to come from. This money should not come from abutting properties; nor should it come, except in part, from towns and counties, nor wholly from States. Federal aid should be given. Even now six New England

States "have found that they can not get an efficient road system without cooperating." The same principle ought to be applied to the States as a whole. He believes that, if the farmers of the country once made up their minds that they must have Federal aid for roads, they would get it, because Congress always moves in response to definitely exprest popular pressure. Something, however, is already under way among the farmers:

> "Their principal organization, The National Grange, is therefore carrying on a campaign of education which up to date has been effectual in securing over $5,000,000 annually in additional appropriations, chiefly in the New England States. Their main objective, however, is Federal aid and in this they have the active cooperation of the manufacturers of automobiles in America acting as a body through a specially appointed committee.
>
> "While it is undoubtedly true that we are bound in the long run to have a road system in this country comparable with that in France, for our economic situation demands it, from the point of view of the general public the change can not come too quickly. Meanwhile it is up to the automobile interests to work with the farmer to hasten things along and at the same time to educate him to the use of the motor-car as an economic appliance. The field which will then be opened to the self-propelled vehicle is so vast as to almost stagger the imagination. Is it not sufficiently significant that whereas in 1896 a draft-horse cost $60, the present average Chicago quotation is $180?
>
> "The considerations which will eventually determine either in particular cases or generally the adoption by the farmers of the self-propelled vehicle will not turn entirely on 'prime cost' or 'cost of operation,' nor will they be entirely independent of them. The rural districts must have the motor-car because with improved roads the economic situation tends that way."


40 HORSE POWER MOTOR
1,320.000 LBS RAISED 1 FOOT PER MINUTE
33.000 LBS RAISED 1 FOOT PER MINUTE

From "Motor Age."

WHAT A FORTY-HORSE-POWER CAR CAN DO AS COMPARED WITH A HORSE.

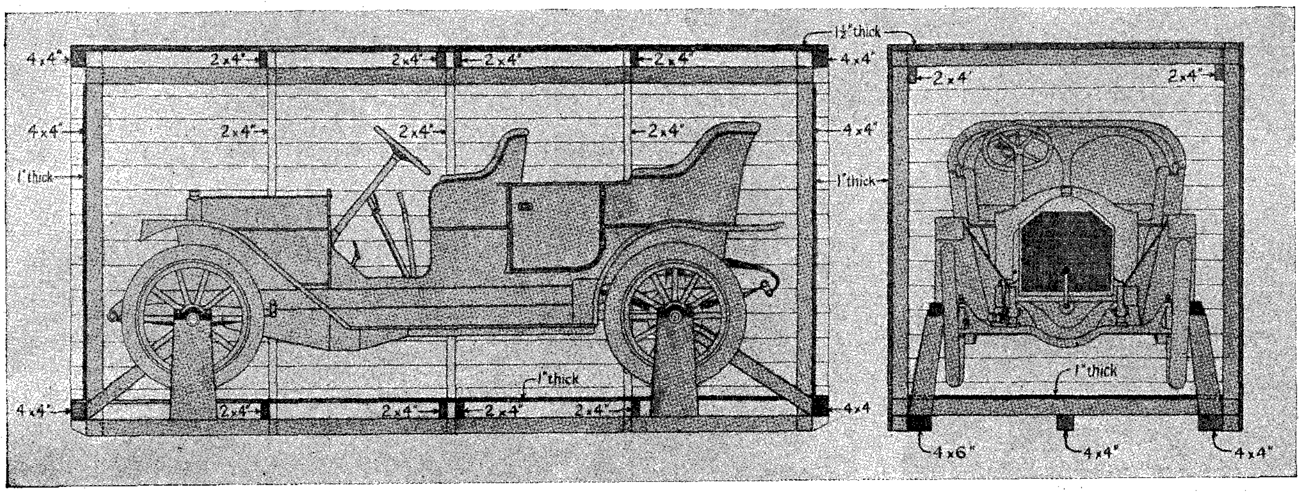
THE SELDEN-PATENT SITUATION

Henry Ford, who was prominent as litigant in the Selden-patent case, has prepared a statement as to the influence of the decision of that case on the motor-car industry. He has learned that the licensed manufacturers are to "wage war against what they see fit to designate as 'unrecognized' automobiles, to educate the public against buying them, and the stockholders of unlicensed companies against making them." He declares that the motive for this attitude is not philanthropic, as it might seem to be, but purely selfish. His opponents desire neither to "protect innocent investors from putting their money into new enterprises, nor to protect buyers from buying cars for which they could not secure parts"; but have rather as their purpose to "maintain their present extravagant prices." He suggests that, instead of "trying to educate the public to refrain from buying tabooed cars," they would find it much shorter "to go to the courts and have the unlicensed manufacturers enjoined from producing cars."

Mr. Ford admits that many of the new companies which have been tempted into the business by the profits made by old-time manufacturers, are "doomed to failure," but he believes "there are a lot of the '72 varieties' doomed to failure." In fact, after looking over a list of the "72 varieties" he is disposed to predict that there "will be more failures among these makers in the next five years than among the so-called unrecognized manufacturers." He says the makers of licensed cars do not grant to buyers any protection that is not granted to buyers of his cars. No buyer of his cars "need fear an infringement suit, a national surety-bond being given to indemnify a buyer against suit." Mr. Ford says, in conclusion:

> "It should be evident to the members of the A. L. A. M. that the automobile industry must take its course with other industries, must allow the weeding out of the unfit, and must permit of the continuance of the industry by those who are left with the 'Survival of the Fittest.' This is exactly as in all other lines of trade. If the manufacturers of those 72 varieties were willing to work along these lines, they would be spending their money, time, and effort in educating the public, and they would be devising ways and means to be among the surviving. Instead, they are trying to build up a monopoly by means of this so-called Selden patent, a monopoly which will eliminate their having to compete for a position.
>
> "I am going to continue our fight along the same honest lines as always, and to trust to our courts, in which I have the greatest confidence, to see that justice is done.
>
> "Between courts it is not unusual to have a difference of opinion. The expectation of such a difference is evident in Judge Hough's opinion. He predicts that the matter will be taken to the court of appeals, to which court we will surely take it, and here is something more to consider. We expect, later, to tell the public something else of interest."

(*Continued on page* 708)



DIAGRAMS TO SHOW THE PROPER CONSTRUCTION OF A CRATE FOR TRANSPORTING A CAR TO EUROPE.
(*See article on a later page.*)

FRANKLIN AUTOMOBILES are built in three chassis sizes, four- and six-cylinder, with bodies covering the whole range of touring cars, runabouts, close-coupled cars, limousines, landaulets and town cars.

The features which distinguish the Franklin automobile are light weight, air cooling, full-elliptic springs, large wheels, large tires, wood chassis frame. These features give the Franklin its superiority in comfort, reliability and economy—the prime qualities on which the merit of every automobile is finally determined.

You settle the tire question when you select your automobile.

If the automobile you buy is rigid and heavy or if the tires are too small you will have tire trouble. Only an automobile of light and resilient construction, properly designed, and equipped with tires large enough to resist undue wear, is free from it. So well is the Franklin designed, so light and resilient is it and so well tired that it is the only automobile in which tire trouble is not a factor. Its tires give four times the mileage of the ordinary tire equipment on the average automobile.

Reliable tire equipment saves on the whole automobile; it adds to the pleasure of motoring.

Comfort the greatest essential.

In the foremost of automobile virtues, comfort, the Franklin is the leader. It is the easiest riding of all motor cars.

Its full-elliptic springs have double the elasticity and shock absorbing power of semi-elliptic springs. Its wood chassis frame, lighter and stronger than a pressed steel frame, absorbs instead of transmitting road vibration. Its unusually large tires soften the jars of travel. The Franklin is easy on its passengers and on itself.

The Franklin owner does not have to pay attention to cooling.

The Franklin air cooling system will not overheat. It is efficient at all times and under all conditions. There is no mechanism to get out of order. Unlike other cooling systems it does its work and takes care of itself without attention.

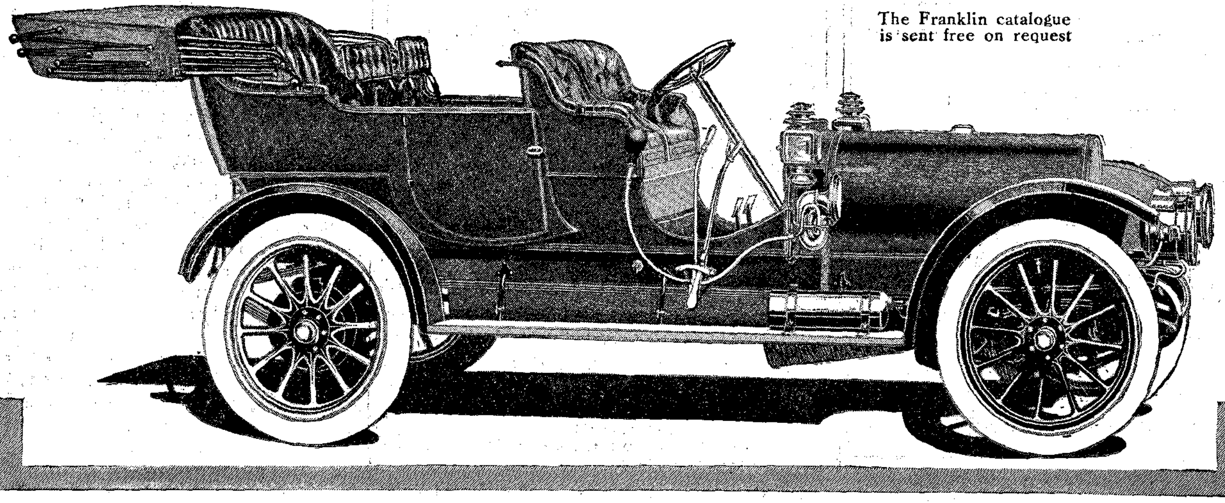
The Franklin touring cars.

Three in number, one for each motoring need. Model H, 42 horse power, seating seven passengers, leads all six-cylinder automobiles. Model D, 28 horse power, seats five passengers and is the ideal city and family touring car. Model G, 18 horse power, is the only high-grade, small touring car made in America. For business or pleasure it is the handiest vehicle imaginable.

The charm of rapid motion, the delight of winding roads, the fascination of graceful speed on hills, the exhilaration of responsive power, the joys of long trips—all of this finds highest expression in the Franklin. There are ease and security with no thought of tire or other trouble.

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Licensed under Selden Patent



The Franklin catalogue is sent free on request

Tea Time Talks

It's always tea time when you are tired or thirsty.

Tea When You're Sick

It is tea and toast, not coffee and toast, that go to the sick-room. Neither the stomach nor nerves of the sick are strong enough to endure coffee.

Right there you get a suggestion of the comparative effects of tea and coffee. Tea is a stimulant and a sedative. It is more refreshing than coffee and its after effects are soothing instead of straining to the nerves.

"Salada" Ceylon Tea is pure tea, fragrant and of delicious flavor. It comes in air-tight packages to ensure plantation goodness to the purchaser.

Ask your grocer for **"Salada"** Tea or send 10 cents for a trial package which makes 40 cups of delicious tea.

Our booklet, "The Story of the Tea Plant," sent free.

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Dept. "A"—198 West Broadway, New York
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"SALADA" TEA

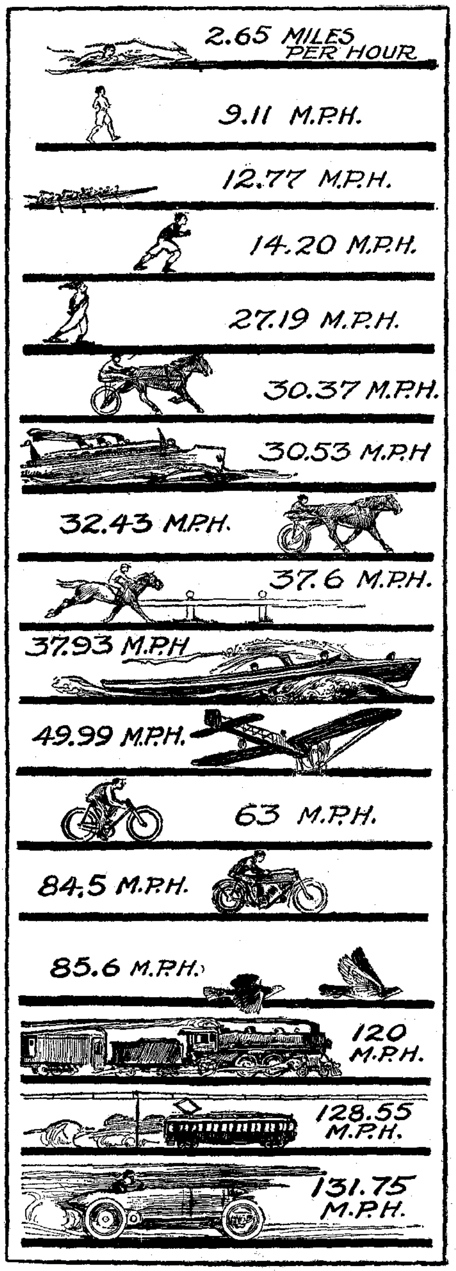
Yearly sale over 20,000,000 packages

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 706)

USES FOR SECOND-HAND CARS

Altho the automobile industry in this country is now about eight years old, and one firm reports that it has made in that time four thousand cars, not one of its cars is yet "in the scrap-heap." Each car made by this firm is still running, declares George H. Sheridan, in an article which he contributes to *Leslie's Weekly*. At the same time "few are known to be in the hands of their original owners."



Compiled from "Motor Age."

MODES OF TRANSPORTATION FROM SWIMMING TO MOTORING, WITH THE MILES POSSIBLE BY EACH PER HOUR.

Most of them started out as runabouts and touring-cars and they are still "in the passenger-carrying business." Others, however, "have been graduated into perfectly respectable" taxicabs, grocery wagons, moving-vans, and about every kind of delivery truck." Dealers have been known to declare that four- and five-year-old machines "are better to-day than when they were first used." They have been completely overhauled, however, modern improvements being installed, and the latest contrivances introduced to perfect the mechanism. Original owners were usually anxious to travel faster or to get a bigger car and cared not to improve their old machines. Trading in second-hand cars has "brought into existence a business which has spread through the country as rapidly as the automobile itself." Second-hand agencies "stand behind cars which they have rebuilt, just as a manufacturer guarantees a new machine." Mr. Sheridan continues:

"The price of a rebuilt car ranges from $300 to $3,500. One firm reported that the average selling-price of its second-hand cars was $2,000. Good standard chassis converted into delivery wagons are selling at $1,800. Touring-cars, which last year sold for $1,250 and $2,000, may now be bought for from $500 to $800. A limousine which only saw a few months' service last year was sold from a second-hand shop this year for $3,000. The owner originally paid $4,200 for the car.

"Tuxedo Park Association, the exclusive residence colony club of New York, recently bought four three-year-old cars, saving 50 per cent. on the original cost. These were formerly touring-cars, but they have been rebuilt into station wagons to carry the members of the colony to and from the trains. The Adirondack League Club of New York has also purchased second-hand cars for the same purpose.

"A greater market for second-hand machines is found out of New York. A second-hand automobile firm, possibly the largest in this country, last year sold eight thousand cars. Ninety-five per cent. of these vehicles went to farmers, and the places of delivery were scattered from coast to coast.

"There is the man on the Western farm who blocks his automobile up in the winter time and uses it for a local power-plant for sawing wood, cutting feed, pumping water, or many of the several farm chores now done by machinery. In the outlying districts the automobile has been of great help to the traveling-man. Many of the smaller-town hotels have automobile 'buses to meet their guests. Most of these machines started as touring-cars in the cities. Likewise, many of the older machines are used as models for instruction in the various automobile schools."

THE USE OF MOTORS CHEAPER THAN THAT OF HORSES

It is declared by *The Electrical World* that electric-vehicle operation costs less than the use and care of horses. It prints the following as a summary of conclusions reached after careful investigation:

"The investigation boils down to this: that in the case of the Commonwealth Edison Company, where a large number of electric-power wagons and horse-rigs has been employed side by side, the actual cost of operating the electric vehicles is shown to be sensibly less than that of operating the horse-drawn vehicle. The comparison has been made very carefully and thoroughly and the result is a triumph for the electric commercial wagon.

"Furthermore the cost of operating electric vehicles is decreasing rather than increasing, whereas the reverse is true in the case of the horse-drawn rigs. The

(*Continued on page* 712)

Superior to Lemonade
Horsford's Acid Phosphate
A teaspoonful added to a glass of cold water, with sugar, makes a refreshing drink.

Five Times Last Year's Call for Overlands

The demand for Overland automobiles is five times last year's record. Yet the Overland last year was one of the big-selling cars. It is a wonderful thing when an output jumps so quickly to 140 cars daily. When a car does that, against today's competition, you ought to know that car.

Our Amazing Sales

The four Overland factories, employing 4,000 men, turn out an Overland every four minutes. Yet during February—ending just before this was written—our orders received for immediate delivery amounted to twice our production. And February is a midwinter month.

Now a fifth Overland factory is being equipped. We are preparing to work nights and days. The Overland dealers—in 800 cities—are going to be kept supplied.

The demand for Overlands is twenty times as large as two years ago. It is five times as large as last year. It is larger now, and is growing faster, than for any other car on the market.

And all this demand is solely due to the records the cars have made. Each car has sold others, and the others sold others. For, until two months ago, there was no Overland advertising.

The car which is winning these legions of buyers—which has so outrivaled a hundred competitors—is bound to win you when you know it.

The Main Reasons

The Overland was designed by a mechanical genius, after most other cars had been fully developed. He was able to compare the work of a hundred designers by actual results in use. Thus for every part he chose the best device that the best engineers had worked out.

Then he created a wonderful engine—powerful, simple and all-enduring. Next he reduced the number of parts as the best way to minimize trouble. A single part which he invented did away with 47.

Then he simplified the operation. Three of the Overland models operate by pedal control. Push a pedal forward to go ahead, and backward to reverse. Push another pedal forward to get on high speed. The hands have nothing to do but steer.

As a result, a child can master the car in ten minutes. A novice can run it the first time he takes the wheel.

And the Overland is almost trouble-proof. Give it oil and water and it will always keep going. We have run one of these cars 7,000 miles, night and day, without stopping the engine. Many an owner has run from 7,000 to 10,000 miles, without even cleaning a spark plug. The car has been run as far as 28 miles on one gallon of gasoline.

That is why Overland owners sell these cars to others. They are as faithful as horses, as economical as horses, as easy as a horse, to drive and to care for.

Our Costly Machinery

About $3,000,000 has been invested in plants and machinery to produce the Overland car. The parts are made by automatic machines, so that error or variation is out of the question. Accuracy is secured—just as in watch making—to the ten-thousandth part of an inch.

The various parts of the car, in the process of making, pass more than 10,000 inspections.

Then every chassis, before the body is added, is given a thorough test on hard roads. As a result, every Overland car goes out in perfect condition.

The Cutting of Cost

In the past year alone we have cut our costs 20 per cent. We have done this through multiplied output, labor-saving machinery, and through making the parts which other makers buy.

This year we are selling a 25-horsepower Overland, with a 102-inch wheel base, for $1,000. No other car of equal power and size is sold at near this price.

We sell a 40-horsepower Overland, with a 112-inch wheel base, for $1,250. For $1,500 we are selling a car with all the power and speed—all the style and appearance—that any man can want. All prices include five lamps and magneto.

No other maker can afford to give what the Overland gives for the money. We use four separate cylinders, employ a five-bearing crank shaft—use for every part the very best that men know. But our modern machinery and enormous production give us a vast advantage.

Ask for the Facts

We have two books which every man should read if he wants to keep up with motor car progress. They are fascinating books and they tell a wonderful story. Cut out this coupon as a reminder to ask us to send them free.

D 98

The Willys-Overland Company
Toledo, Ohio

Licensed Under Selden Patent.

Please send me the two books free.

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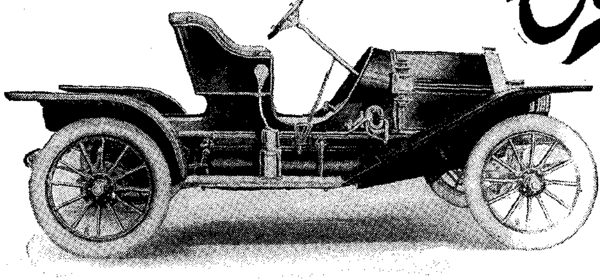
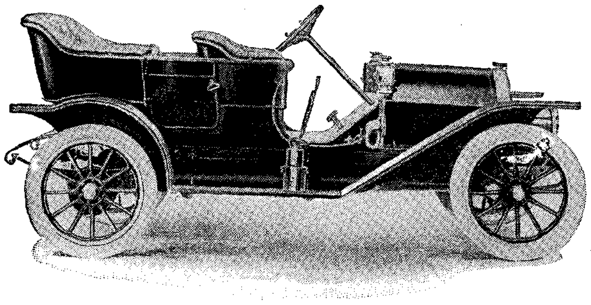
The Overland



Overland Model 38—Price $1,000. 25 h. p.—102-inch wheel base. With single rumble seat, $1,050—double rumble seat, $1,075—complete Toy Tonneau, $1,100

Two of the many Overland Models

All prices include Magneto and full lamp equipment



A 40 h. p. Overland with 112-inch wheel base. Price with single rumble seat, $1,250—double rumble seat, $1,275—with 5-passenger Touring or Close-Coupled body, $1,400

THE STORY O

This story is published for the educati to enable them to discriminate bet and economy and tho

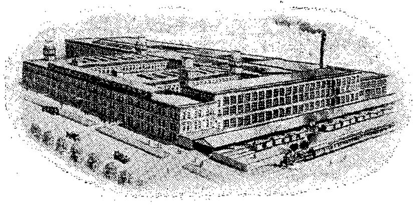
THE story of the Cadillac is the story of successful motor car building in America.

As the Cadillac Company was the first to offer to the world a thoroughly practical and dependable motor car, so was the *Cadillac Company first to* successfully solve the thousand and one problems which made possible the production of the motor car which was destined to revolutionize the industry, to establish a new standard in automobile values and to inaugurate a new criterion by which all motor cars should henceforth be judged.

So pronounced has been this accomplishment that the Cadillac "Thirty" is universally accorded *the well merited distinction of not simply* equalling in design, mechanical construction, materials and fineness of workmanship the most expensive cars in the world but of surpassing them in numerous essential features.

Furthermore, the Cadillac "Thirty" is to-day the only car selling at less than twice its price, which, by those who are *familiar with motor* car construction and motor car values, is accorded a position alongside of those few cars which stand at the pinnacle in the world's esteem.

When in 1908 the Cadillac "Thirty" first made its appearance, automobile buyers were loth to concede the full measure of its worth; the car appeared too good to be possible at its price. But with a better understanding of Cadillac organization, *Cadillac experience, Cadillac manufacturing* methods and Cadillac facilities, there came the realization that the long looked for day had arrived when the highest type of motor car might be obtained at the price which theretofore would purchase only mediocrity.



CADILLAC MAIN PLANT

Detroit, Mich.

There does not exist in the world another plant possessing the organization, the experience, the manufacturing methods, the facilities and the equipment of special tools and labor-saving machinery which would make possible the production of a car the equal of the Cadillac "Thirty" at an actual factory cost so low as its retail selling price, much less afford to market it at an approximate figure.

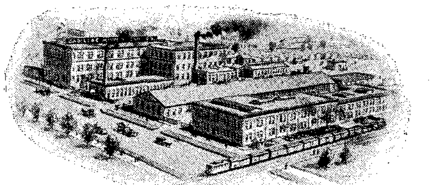
The enviable position occupied by the Cadillac "Thirty" is attributable to one thing—the thorough and complete satisfaction and service which it has afforded its users. *But back of that there must be something more*—the causes for and the conditions which make for that satisfaction and service. The Cadillac organization has for its foundation more than half a century's experience in the manufacture of fine machinery, tools and gas engines.

In the manufacture of high-grade cars, the Cadillac Company has produced a larger number than any other factory in the world. The constant performance of these cars, the first year's output of which numbering some 2,000 machines all of which are still running, is the wonder and admiration of the motoring world. Each individual car is a monument to the high ideals of the organization which produced it.

In the design of the Cadillac "Thirty" there are no new and untried experiments for the purchaser to try out at his own expense. There is not an ounce of uncertainty in its magnificent makeup. Every essential part has proven its worth by from two to five years' actual service in the thirty thousand Cadillacs which have preceded it.

The selection of materials for the various parts of the car is one of the most vital considerations. To select these intelligently requires a thorough knowledge of the duties they must perform. A grade or quality of *material may* be ideal for one purpose but totally unfit for another. Cadillac materials are determined upon only after the most careful analysis of the requirements and scientific tests of their capability both in the laboratories and on the road. Cost receives no consideration where service is at stake.

Cadillac cars are manufactured almost in their entirety in the great Cadillac plants. These plants *include foundries, both iron and brass.* They include pattern shops, sheet metal shops, gear-cutting shops and machine shops. They include body finishing, painting, enameling and trimming departments. In these plants are manufactured the motors, the carburetors, the transmissions, the radiators, the hoods and the fenders. There are also *plants for the manufacture of even the small* parts—capscrews, bolts, nuts, etc.



CADILLAC FOUNDRIES, BRASS WORKS AND SHEET METAL DIVISIONS

The equipment of the Cadillac plant in the matter of *fine machinery, fine tools, jigs and fixtures* is not equalled in any other motor car factory in the world—a statement which will be verified by those who have had the opportunity of a personal inspection. This equipment includes more than half a thousand special automatic labor saving machines, some of which are capable of turning out from two *to ten times the volume of work produced by the* ordinary methods which obtain in most factories —and doing it far better. The equipment includes approximately 100,000 tools, jigs, fixtures and dies of which nearly 20,000 were designed and made especially for the manufacture of Cadillac cars. The expense for tool maintenance alone has exceeded $60,000 in a single year.

The Cadillac "Thirty" is a thoroughly standardized car, a distinction to which it alone is entitled. This means that every individual part is exactly like every other part of its kind, without even the one-thousandth of an inch variation where that degree of accuracy is essential. The advantages of standardization are *manifold; the disadvantages* of its absence can scarcely be calculated.

In the Cadillac, thorough *standardization means* the absolute interchangeability of parts. It means that when for any reason it becomes necessary to replace a part that the part may be ordered from the factory and that it will fit without the slightest alteration.

In the Cadillac "Thirty" there are 112 parts which are not permitted to deviate to exceed one one-thousandth of an inch—about one-third to one-half the thickness of a hair—from the prescribed limits of measurement. There are many *parts in which the limit* of variation permissible is cut down to the half of the one one-thousandth.

So *accurately is every piece made that* thousands of pieces of a kind with thousands of pieces of other kinds are sent to the various assembling departments where they are all "put together" with the use of only wrenches and screw-drivers—not so much as the finest file or emery cloth being necessary.

Standardization *means further that* the parts will work in perfect harmony. It precludes the possibility of ill fitting joints and bearings. Stan ardization decreases the great power absorbent friction. It limits wear. Standardization reduc "automobile troubles" to a minimum. It brin operating and maintenance cost down to the lo est notch.

Standardization produces a quiet and smoo running car. In this respect, the Cadillac "Thirty has no peer outside of cars selling at two to thr times its price—and very few of those.

The system of inspection maintained in the Cad lac plant is so exacting that it practically preclud the possibility of an imperfect part being inc *porated in the car so far as can be detected by t* most accurate measuring instruments known engineering science. From the time the raw m terials reach the warehouse until they leave t plant they are under the careful scrutiny of a co of experts trained in accordance with the hi standards of the Cadillac organization. This i spection extends to the smallest pieces, even nu bolts and screws.

While standardization has reduced wear at fri tion points to the lowest possible limit the "Thirty is provided wherever possible with adjustments f taking up any wear.

The fact that the Cadillac is a car manufactur practically under one roof instead of merely an a sembly of motor; transmission, frame, axles, et *obtained indiscriminately here, there and ever* where that they may be had at the lowest pri regardless of quality, is a feature which no buy can afford to overlook.

The Cadillac Company is prepared to furnish a exact duplicate of any part of any car it ever buil No Cadillac user was ever obliged to discard h car because of inability to obtain some neede part. No Cadillac user was ever obliged to pay a *exorbitant price to have such part made to speci* order because the maker had gone out of busines had discontinued making parts for old models had to depend upon some outside parts maker supply them.

The Cadillac "Thirty" has repeatedly demo strated its speed capabilities at from five to fift miles an hour on *high gear and its superior h* climbing abilities are recognized the world over.

It is a sturdy and dependable car. *Its motor* the most powerful of its dimensions ever designe Its strong and substantial construction, the pe fect fit and perfect alignment of its working par enables the maximum of the motor's power to b delivered to the ground—in marked contrast wi the flimsily constructed car in which material *skimped to save cost* and in which the twisti and binding strains consume much of the power.

The Motor

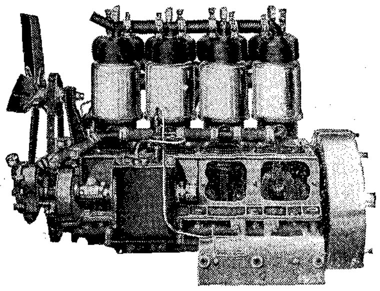
Engineering science has not been able to pr duce a better motor than that of the Cadill "Thirty." It is truly a marvel for noiselessne and smoothness in action and a wonder of pow for its dimensions—4¼-inch bore by 4½-inch pist stroke. While its power, according to general accepted methods of calculation, figures 28.9 H. and which method may be fair enough for moto in general, *it is totally inadequate for determi* ing the power of the Cadillac "Thirty" moto Dynamometer tests show it to develop 33 actu H. P., but in accordance with the Cadillac poli of conservatism it is accorded the nominal rati of 30 H. P.

It is the only type of four cylinder motor whi does not present disadvantages of one form or a other. Notwithstanding the advanced manufa *turing methods* employed in the Cadillac plant, th type of motor is the most expensive to produc While that construction may necessitate a high selling price for the complete car than would be r quired to build a motor in the ordinary way, t extra cost is *compensated for many times over* b the greatly increased service and satisfaction it w render and the lessened expense for operation a maintenance.

ΓHE CADILLAC

ıd enlightenment of automobile buyers: a car of recognized dependability ade principally *to sell.*

ıe cylinders are cast each by itself and the cyl- r heads containing the valve chambers are also separately. The cylinders are surrounded by ır jackets of spun copper clamped into position ıch manner that leakage is unknown. The ad- ages of this form of construction are numer- By casting the cylinders singly they are led to make the walls of uniform thickness and pplying the copper jacket, it leaves a perfectly ırm space for water circulation.



ƆILLAC "THIRTY" MOTOR (Left Side)

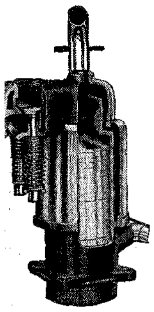
Note accessibility of inside of crank case

e cylinders, pistons and piston rings are cast eir own foundry from special grades of metal after their own formulas, the result of years perience, experimenting and testing in their laboratories. In addition to the remarkable gth and toughness of this metal, a critical in- ion reveals a marked absence of the spongy ɔns and blow holes characteristic of many ıgs. It possesses the further and very desir- quality of resisting to the greatest possible e the influence of heat, consequently it is not sceptible to contraction and expansion as are her castings. The superior qualities of Cadil- astings are so widely recognized and appre- ı that their foundry has for years made cylin- ɔiston, and piston ring castings for a number her automobile manufacturers, making the st priced cars in America.

finishing the cylinders and pistons, they do top at simply machining. Every one of them und to a polished surface with the result that ically perfect compression and consequently mum power is obtained.

ɘ piston rings which are finished with the same ion are made from their own special formula, ent from that of which the cylinders and pis- are cast. This metal possesses exceptional ɛ qualities which are not easily affected by the of the motor. In consequence of this, they ı their efficiency long after the ordinary ring een rendered practically worthless.

ɘse illustrations show some of the advantages ɜ Cadillac method of construction as against



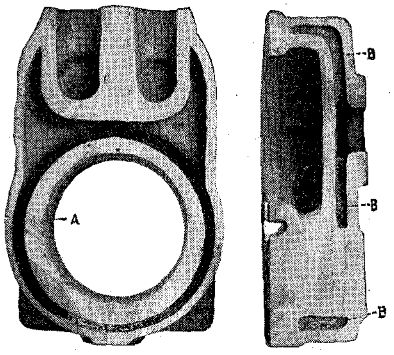
CADILLAC CYLINDER AND COPPER WATER JACKET

Note the even thickness of cylinder wall and uniform space for water circulation

ırdinary practise of casting cylinders, valve bers and water jackets together. In the sec- ıllustration is shown a cylinder with valve chamber and water jacket cast integral. Note the varying thickness of the cylinder wall "A." With this condition existing, it will be readily understood that it is impossible for the circulating water to cool the cylinder uniformly. The result is that the contraction and expansion of the metal will be so varying that the bore of the cylinder will not retain perfect roundness. In consequence of this it will bind the piston at certain points of its travel and fit so loosely at others that the lubrication is imperfect, that wear is uneven and disastrous and that there is a great waste of fuel with a corresponding loss of power.

In the smaller figure are shown the webs "B" which are sometimes formed when the two parts of the core, used in casting, are not held firmly together. This web is sure to obstruct the circulation of the water, causing overheating of the cylinder with its undesirable consequences, and is something that is impossible to detect without destroying the cylinder.

It should not be understood that it is impossible to make such castings correctly, but it is a fact that many are not made correctly.

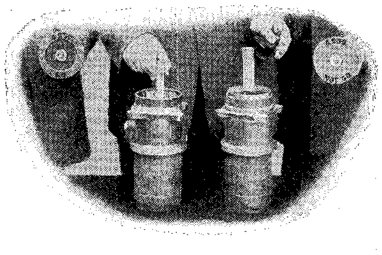


ORDINARY CASTING OF CYLINDER WITH WATER JACKETS INTEGRAL

Note varying thickness of cylinder walls and uneven water circulating space. Also webs which interfere with circulation.

When cylinders, valve chambers and water jackets are made separately, as in the Cadillac, an injury to any one part calls for the replacement of only that particular part at but a moderate cost, while in the case of cylinder, valve chamber and water jacket cast together, and particularly when cast in pairs or all in one, an injury to any one part necessitates taking down the motor, replacing the entire combination casting, and reassembling.

The next illustration shows the method of gauging Cadillac cylinders. Every cylinder after being



How CADILLAC Cylinders are Tested for Accuracy

ground must stand this final test. Two gauges are provided. One of them is marked "4.250 Go," meaning that it is exactly four and one quarter inches in diameter. The cylinder must be large enough to permit this gauge to enter. The other gauge is marked "4.252 Not Go," meaning that its diameter is just two one-thousandths of an inch larger than four and a quarter inches, but the cylinder must not be so large that it will permit this gauge to enter. If a cylinder is too small to permit the "Go" gauge to enter, the inside is ground until it is the correct size. If the cylinder is large enough to permit the "Not Go" gauge to enter, it is discarded.

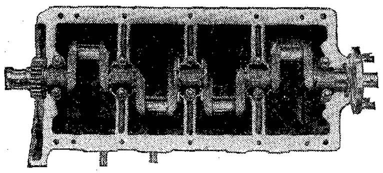
When you realize that one gauge is less than a hair's breadth larger in diameter than the other; when you realize that one will enter the cylinder and the other will not; when you realize that there are one hundred and twelve parts in the Cadillac car which are not permitted to vary more than the one one-thousandth part of an inch, which is about half the thickness of the average human hair, then can you form some conception of why Cadillacs are what they are and why they render the constant service that they do.

Cadillac pistons are gauged to similar accuracy, a snap gauge, however, being used which gauges the outside diameter of the piston.

The result is that neither cylinders nor pistons can possibly vary in diameter even a hair's breadth. Consequently ANY piston will fit in ANY cylinder. They do not have to be "paired." If it becomes necessary to replace a piston, all the owner has to do is replace the piston. He is not necessarily obliged to replace the cylinder also, or possibly a pair of cylinders or the whole four as might be the case where they are cast in pairs or all together.

The piston connecting rods are dropped forged steel of "H" section.

The crank shaft, which is a special alloy nickel carbon steel drop forging, undergoes a special tempering process which gives it great strength. Its bearing surfaces are accurately ground. At the time of this writing' the Cadillac Company has yet to hear of the first broken "Thirty" crankshaft, although a vast number of the cars have seen more than a year's service.



CADILLAC OIL PAN AND CRANK SHAFT

Note the five large substantial bearings

The crank shaft is substantially supported by no less than five large bearings which insure that firmness and rigidity which is essential to a smooth running, vibrationless and durable motor.

These bearings are of large surface made of Parsons white brass, die cast. Incidentally, they had occasion to examine the bearings of a car which had traveled 46,000 miles, yet the wear proved not to exceed the one one-thousandth of an inch. Each bearing is made in halves and should occasion require, they may be removed, replaced or adjusted through the hand holes in the crank case without even disturbing the crank shaft.

The crankshaft is offset: that is, instead of being placed directly in line with the middle of the cylinder it is set to one side. The advantage of this is, that when the piston is at the highest point, which is also the time at which the charge in the cylinder is at its highest compression and the time when the ignition should take place, the crank shaft has passed its dead center. Therefore, the force of the explosion is expended to greater advantage than is possible in motors where the crank shaft is in line with the middle of the cylinders when the explosion occurs.

This feature is one which has been used in the Cadillacs since their beginning in 1902.

(*Continued on next page*)

(*Continued from page* 708)

decrease in the case of the electric type is due to improved construction, greater care in operation, and decreasing cost of electricity. The increase in the cost of operating the horse-wagons is largely to be ascribed to the constantly rising price of feed. The electric vehicle has the advantage also in that it presents a better appearance and makes for a cleaner, more sanitary city. In the matter of maintenance of pavements, also, the electric vehicle possesses a decided superiority. Weight for weight, the electric wagon will cause less deterioration of the pavement than the horse-wagon, to say nothing of a substantial reduction in the cost of street cleaning where the electrics are employed. Again, the greater ease of control and compactness of the electric vehicles tend to relieve the congestion on the streets of large cities."

TWO SHOWS IN PARIS THIS YEAR

What is called "a war to the death" has been declared between the Automobile Club of France and the leading manufacturers. It appears that each faction desired to control the next exhibition, but neither would give way, the result being two shows with each party striving to injure the other. The car manufacturers, who will hold one of these shows, represent about 75 per cent. of the leading French makers. They have combined with the manufacturers of airships for a joint show in the Grand Palais from October 15 to November 2, the profits to be shared by the men who take part in the exhibition, but no patronage to be derived either from the aero club or the motor club.

Deprived in this way of its most important support in previous years, the Automobile Club of France has defiantly taken the stand that it will go ahead with an exhibition of its own. Having been for eleven years at the head of such matters, it declines to step down now at the bidding of the manufacturers, however important they may be. It has decided to hold its twelfth exhibition in the Grand Palais during the month of December. Only three important automobile firms are cooperating with the club. But the cycle manufacturers prefer to join the club exhibition rather than the others. The accessory men will gladly exhibit wares at both shows. The master spirit in the club forces is the Marquis de Dion, whose attitude is defined in a letter from Paris, printed in *Motor Age*:

"Unable to bring his colleagues [that is, the other manufacturers] to throw in their lot with the official salon, he has set out to slay them. His first real attack is in the form of a letter to Minister of Commerce Dupuy, in which he questions the right of the Aeronautical Syndicate to use a government hall loaned for an aero show for a motor-car exhibition as well; he declares that the manufacturers are threatening to boycott any firm exhibiting at a rival show; and that they are a menace to the small constructors, accessory-makers, body-makers, and agents. In view of this the Government should refuse to allow them to use the Grand Palais.

"It is difficult to understand how the Government will find grounds for interfering, for, admitting that all the charges are true—and this would not be a difficult matter—it does not follow that they are not legitimate commercial fighting-methods. It is not the first time an order has gone forth that the exhibitors at the Paris

THE STORY OF

Continued from

Upon the accuracy of the cams and cam shaft and the accurate fit of the cam shaft in its bearings depends the correct operation and timing of the valves and the correct timing of the valves is one of the greatest essentials in the development of maximum power. To insure these requisites they grind both the cams and the shaft, the latter within a half-thousandth of an inch limit. These parts are special heat treated high carbon steel. The cam shaft is supported by five substantial bearings which afford it the maximum degree of rigidity which is not obtainable with a lesser number of bearings.

The inlet and exhaust valves are alike and interchangeable. They are all located on the right side of the motor and are operated by the single cam shaft. The valve lifting rods do not bear directly on the cams. The lower end of each rod is provided with a hardened steel roller and consequently the possibility of wear is reduced to an absolute minimum. This is a feature which, outside of the Cadillac, is found only in the highest priced cars.

The motor base or crank case is cast in two parts having four compartments. The ends and dividing walls support the five crank shaft bearings. The hand holes in the crank case provide easy access to all parts within. The entire motor is constructed with a view to accessibility of all parts which may require attention.

The Cooling System

The cooling system used on the Cadillac "Thirty" is not equalled in any other motor car at any price. The radiator is made in their own factory. It is composed of 150 seamless copper tubes passing vertically through 120 horizontal copper plates—copper because it radiates or throws off heat better than other metals. In the method of manufacturing they have inaugurated a wide departure from the usual practise of dipping the entire radiator in molten solder after assembling, a practise which is followed to cover up poor workmanship and poor material and a practise which has a decided tendency to reduce the radiating efficiency. The Cadillac method is to confine the solder as closely as possible to the points where the tubes pass through the plates without covering the plates themselves. By this method the maximum radiating efficiency is obtained. All parts and passages with which the water comes in contact are made of either copper or brass—no iron or steel or other metal subject to rust. The water circulation is promoted by a gear driven pump. The air draft through the radiator is augmented by a ball bearing belt driven rotary fan. With Cadillac radiator construction, the copper jacketed cylinders and uniform water circulating space, they have a system that comes nearest perfection of any that has ever been produced. The radiator is mounted on the chassis by their three point contact method. Therefore it is not liable to distortion resulting from the strains to which the car frame may be subjected.

The Clutch

The clutch is the leather faced cone type. It is made of pressed steel, giving it great strength without needless weight. The ring with which the cone engages is split at eight points of its periphery and part of each section is sprung inward. This causes the clutch to take hold gradually so that in starting the car there is that noticeable absence of shock and jar characteristic of most cars. This clutch is devoid of the usual complications characteristic of other types. It is extremely simple and requires the least attention of any motor car clutch ever designed. In the matter of efficiency, ease of operation, dependability and service, it is not even approached.

The motor entire is mounted in the chassis frame by their three point suspension plan. By this method, any twisting strains due to uneven road conditions do not materially affect the alignment of the motor and its working parts.

The Carburetor

The carburetor is of the float feed type and as the Cadillac Company makes it, it possesses several distinct advantages. The body is cast from bronze in their own foundry.

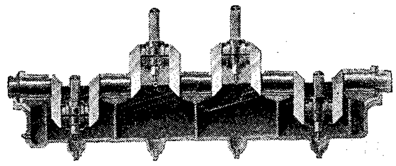
Instead of the usual cork float they make a finely balanced copper float of such a shape, that it is not liable to become wedged and cause flooding.

A carburetor to give the best results must be accurately made and its parts perfectly fitted. By doing all the work themselves and following the high standards of Cadillac workmanship, they obtain the greatest possible efficiency.

This type carburetor was adopted after long and severe tests in their own laboratories and on the road, to satisfy themselves of its superiority in point of speed, power, economy, simplicity, flexibility and general efficiency.

Lubricating System

In the important matter of lubrication, the Cadillac "Thirty" is provided with the most efficient, the most positive and the most economical system ever devised, the oil consumption averaging from 500 to 800 miles per gallon. This system in its present perfected form was originated by the Cadillac Company and the fact that it has been used on all four-cylinder Cadillacs since their beginning in 1905, and the fact that it has successfully met every condition is the strongest possible testimony to its merit.



SECTIONAL VIEW OF CADILLAC CRANK CASE AND CRANK SHAFT

Showing Oil Wells and Distributing Troughs

A quantity of oil is first placed in the oil pan of the crank case, sufficient to fill the wells. An oil reservoir is placed alongside the motor; in this reservoir is located a double acting force pump, the supply from which may be properly regulated. By means of splashers at the end of each connecting rod which dip into the oil at each revolution of the crank, the oil is thrown completely over and upon all the inside working parts of the motor, including main bearings, cylinders, etc.

With the Cadillac system there is no possibility of the oil collecting in either end of the crank case as the sloping troughs on the sides distribute it from one compartment to the other, maintaining a uniform level in each, regardless of road grades, up or down.

There is not a multiplicity of feed pipes to watch that are liable to become clogged up and result in burned out bearings. On the contrary there is but one and if the oil is shown by the sight feed to be feeding properly and the supply in the crank case adequately maintained, there is positive assurance that all bearings taken care of by this system are being perfectly lubricated. No one thing is responsible for more "automobile troubles" in a well designed and correctly constructed car than insufficient lubrication. The Cadillac "Thirty" is unusually well provided with lubricating facilities throughout. Besides the perfect motor lubricating system and the constant oil bath of the main universal joint, the car is liberally supplied with compression grease cups throughout.

Ignition

In the very essential feature, ignition, the Cadillac "Thirty" marks a long step in advance of the times. It is equipped with two complete and independent systems including two sets of spark plugs. Either system alone is efficient for operating the car.

In addition to a low tension magneto, they have also adopted the Delco system. In this system there are but three units, viz., the Coil Box and the Controlling Relay which are located with the motor under the hood, and the Switch located on the dash.

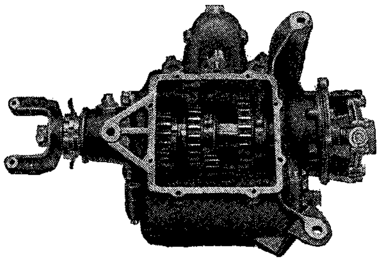
The Transmission

The transmission of the Cadillac "Thirty" enjoys a reputation equal to that of the Cadillac motor for the superiority and fineness of its construction. A better transmission has never been made, none more substantial, none more positive, none more dependable, none better in any respect. It is their own design, manufactured in their own factory. It is the selective type of sliding gear three speeds forward and reverse, direct on high. The gears, also the transmission shaft and clutch shaft are made of chrome nickel steel. The utmost skill is exercised in cutting and finishing the gears and other parts according to the Cadillac system of limit gauges which insures hairsbreadth accuracy. These parts are then treated by a special process

THE CADILLAC

preceding pages

which gives them extreme strength, toughness and wear-resisting qualities



CADILLAC SELECTIVE TYPE SLIDING GEAR TRANSMISSION

The gear teeth are "backed off" or beveled, by machinery especially designed for the purpose and it is therefore done more accurately than is possible by ordinary methods. This facilitates the shifting of the gears without the crashing and grinding characteristic of some construction.

The main transmission shaft, the jack shaft and the clutch shaft revolve on five annular ball bearings.

The gear box is of such construction that the lubricant is automatically distributed.

Drive

The drive is directed by a special heat treated high carbon steel shaft through nickel carbon steel pinion to special carbon steel bevel gear, both accurately cut in their own gear-cutting plant. The shaft revolves on anti-friction bearings at each end within its steel tube housing which also takes the torsion.

There is but one universal joint between the transmission shaft and rear axle. This is a telescope joint which revolves in a constant bath of lubricant. It is so constructed that it is self centering, with the result that the friction and binding strains characteristic of ordinary universal joints are practically eliminated.

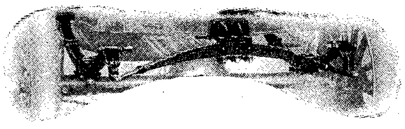
When the car is carrying its normal load the driving power is transmitted in practically a straight line from the motor to the rear axle, consequently the maximum of the motor's power is delivered at the rear wheels.

Brakes

Nothing in a motor car is more essential to the safety of the motorist than a thoroughly efficient and dependable brake system.

The Cadillac "Thirty" is equipped with two pairs of powerful, double acting brakes which operate directly on the large hub drums of the rear wheels.

It is well known that it is a difficult matter to adjust a pair of brakes so that the tension or gripping qualities will be uniform on both. To overcome this there are compensating devices on both the service and emergency brakes which automatically take up any inequality in the tension and cause the pressure to be applied equally on both brake drums. This not only adds materially to the efficiency of the brakes but it is a large factor in preventing skidding.



CADILLAC REAR SPRING SUSPENSION

Springs

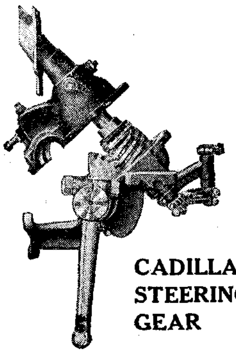
The Cadillac "Thirty" is equipped with the most luxurious spring suspension ever installed on a motor car. The "Thirty" carries its own good road with it.

The forward suspension consists of two semi-elliptical springs. The rear suspension is the three-quarter platform type, which is recognized as the most conducive to comfort, but which makers of cheaply constructed cars cannot afford to use and which few have sufficient knowledge to apply correctly.

The side and rear members of the rear suspension are hung with ball joint shackle connections.

Steering Mechanism

The Cadillac "Thirty" steering mechanism possesses features of merit, superior to any other type ever produced. It is their own patented design and manufacture, of the worm and worm gear sector type. The parts are all accurately cut and hardened, and the worm gear is fitted with two ball thrust bearings. The teeth in the middle of the sector, being the ones which are in mesh when the car is driven straight ahead, naturally perform the greatest service and are therefore most susceptible to wear. To compensate for this the center teeth are cut on a slightly less pitch radius so that any wear may be taken up without affecting the upper or lower teeth of the sector; consequently they do not bind when turning corners.

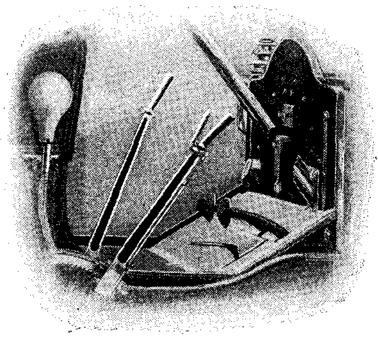


CADILLAC STEERING GEAR

There is no other car equipped with a steering device capable of adjustment to the degree which characterizes this one.

Control

The Cadillac "Thirty" is equipped with the standard form of control. There are no confusing combinations on any one lever; each has its separate and distinct function. There are two hand levers at the driver's right; one applies the internal expanding hub brakes, the other is the speed change lever. There are also two foot levers; one operates the main clutch, the other applies the external contracting hub brakes. The two foot levers are adjustable to accommodate drivers with different lengths of limbs.



CADILLAC BRAKE and CONTROL LEVERS

The throttle and spark levers are located conveniently at the steering wheel.

A foot throttle control is also provided.

Finish

No motor car is better finished than is the "Thirty." Cadillac finish is noted the world over for its excellence and durability. Inasmuch as this work is done in their own shops and not let out on contract, they are able to give it the same careful supervision and inspection which characterizes all Cadillac workmanship.

Styles

The Cadillac "Thirty" is made in five different styles, viz.: Touring Car, Demi-Tonneau (tonneau detachable), and Gentleman's Roadster each at $1,600, f. o. b. Detroit. An inside driven Coupe at $2,200 all with 110 inch wheel base. Also a seven passenger Limousine at $3,000 with 120 inch wheel base.

The Cadillac "Thirty" has demonstrated its **right to** the distinction of being the most carefully **built car** ever produced. It has demonstrated its right to the distinction of being the most economical multiple cylinder car, both in operation and maintenance. It has demonstrated its right to the distinction of being the most reliable and the most serviceable car. It has demonstrated its right to the distinction of being the greatest automobile value the world has ever offered.

salon should not take part in any other exhibition in the neighborhood, and on looking the matter up it doubtless will be discovered that this was a strong point in the club's regulations during previous years. The new syndicate doubtless is formed for the express purpose of advancing the views of its members; but few manufacturers' associations are got together for philanthropic purposes.

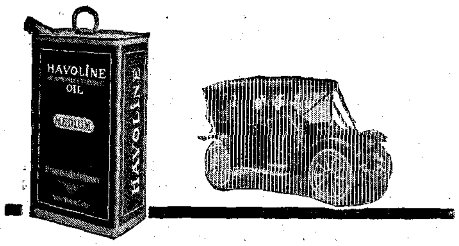
"According to present indications the club cause is lost, despite the vigorous fighting of the Marquis de Dion. His opponents represent not less than 75 per cent. of the French industry, they have the use of the Grand Palais by reason of their contract with the aero manufacturers, and they certainly will carry along with them all the dealers, accessory men, and outside traders. Their only disadvantage is that the show will have to be held at an early date and that even the Grand Palais will not provide all the desirable space for a joint exhibition of aeroplanes and motor-cars. The club, on the other hand, will have to board up a large number of corners in the Grand Palais to prevent their exhibits having a lost air."

On the other hand, the manufacturers have opened hostilities by issuing a circular, in which they say they intend to organize their show on new principles, one of which is that exhibitors shall have nothing to pay in addition to the regular fees. They declared a purpose to secure success for their show, by suppressing, as much as possible, all competition. One method of securing this result is to require of all exhibitors a bond not to exhibit in the same year at any other show of similar character in Paris.

A writer in *The Autocar* (London) says each of the belligerent parties appeared recently before the Minister of Commerce, in order to state their case] to him as arbitrator, "but no one appears to know what happened at this interview." At the same time, "a general impression exists that the Minister was not entirely unsuccessful in his efforts to bring about an understanding between the makers and the club, whereby the folly of holding two shows will be averted." As matters stood in February the situation was as follows:

"It is a question whether, in any case, the A. C. F. would persist in its intention to hold a salon in December, because it is really difficult to see how sufficient support could be forthcoming. The makers' association does not seem to care whether the A. C. F. holds a show or not. It has already quite enough adherents to form the nucleus of an interesting salon, but, on the other hand, it would be glad to run its show under the patronage of the A. C. F., while the option on the Grand Palais in December would be a valuable asset for the club to hand over to the promoters. A combined aeronautical and automobile show would certainly be something of an inconvenience, owing to the difficulty of crowding everything in the Grand Palais, and it would be far better for the two salons to be held separately, the aeronautical show at the end of October and the automobile show in December.

"The question now is to conciliate the interests of the A. C. F., the makers' association, and the Association of the Aerial Locomotion Industry. The A. C. F. will have to abandon its pretension to organize and control the automobile salon, but its prestige would be saved by the makers' association appointing M. Gobron as general commissioner. Then the A. C. F. and the makers' association would patronize the salon of the Association of the Aerial Locomotion Industry, which would continue to have complete control over



Good Cylinder Oil

More mis-information exists concerning Lubricating Oil than any other one thing connected with the operation of an automobile.

It is not surprising, therefore, that the man in search of a good oil becomes confused and takes the first thing that comes to hand. Here is the whole thing in a nut shell.

A cylinder oil is required to do two things—lubricate, and burn up cleanly. All first class oils will lubricate—very few will burn up cleanly—they contain too much carbon. Carbon is removed from oil by filtration. The more completely an oil has been filtered, the cleaner it will burn.

Filtered oils can readily be distinguished by their lighter and clearer colors.

HAVOLINE OIL

is the most highly filtered oil made in this country. You can see this for yourself by simply looking at it. It contains less free carbon than any other, and its use will result in cleaner cylinders and spark plugs, and less trouble all round.

Many automobile manufacturers use and recommend Havoline Oils. Most of the owners of high-class cars will use nothing else.

Try it on your own car—it costs no more than other oils, and gives infinitely better results.

"It Makes a Difference."

If your dealer does not handle Havoline Oil, write to us at any of our branches.

HAVOLINE OIL CO.,
94 Broad St. **1906 Broadway**
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Chicago: 40 Dearborn St.
Boston: 749 Boylston St. St. Louis: 4630 Olive St.
Philadelphia: 1107 Real Estate Trust Bldg.
W. P. FULLER & CO., Pacific Coast Agents

For Automobile Tops

GENUINE
Pantasote
LEATHER

CAUTION TO PURCHASERS OF TOPS

A NUMBER of cases of substitution have come to our notice of late. This substitution is not entirely confined to unscrupulous top makers and over zealous automobile salesmen. Surprising as it may seem the manufacturers of a certain high priced car, through their agents, are offering tops represented as covered with

Pantasote

which are not. Pantasote is a product made only by us Its surface coating will not burn, is odorless, and contains no rubber. To be on the safe side send postal for booklet on top materials and samples with which to compare the material offered. Consider the impossibility of cleaning "mohairs," the ruination of their interlining gum of very impure rubber, just as are tires by exposure to grease or sunlight, and disregard arguments in favor of this cheaper style of material which increases the profits on a top.

THE PANTASOTE CO.
60 BOWLING GREEN BLDG. NEW YORK.

the organization. The possibility of this solution depends upon the terms of the contract entered into between the Aerial Association and the Automobile Makers' Association, but we should think the former would be glad to have an independent show with such a strong backing as would be offered by this combination. Everything depends upon the A. C. F. having sense enough to come to an amicable arrangement, and perhaps the next few days will provide a solution of the difficulty."

NEW RULES FOR RELIABILITY RACES

The first tour this year, under the new rules governing reliability-racing tests, will take place on May 10 and 11, the course being from New York to Atlantic City and return. This tour corresponds to the three days' tour around New Jersey, which took place last year and aroused a great deal of interest. In June another reliability run will be made, the course being around Long Island, and the time three days. The run to Atlantic City will be made by way of Lakewood, where a stop will be made for luncheon, the return trip being made by way of Trenton.

The new rules for this year include, as the most important change, the adoption of a fixt penalty-schedule, to be applied at the final examination of the cars after the completion of a contest. By this schedule, each essential part of the car is given a definite number of points in penalty for defects, these being greater or less according to their relative importance to the whole make-up of the car. As explained by a writer in the New York *Evening Post* it "at least does away with the somewhat uncertain and indefinite penalty of points in the 1909 rules." Every contestant will now be placed upon the same footing, with the same penalties applicable to all for defective and damaged parts. It is believed that penalization will be reduced to "as nearly as possible an exact and known proportion, instead of an uncertain and varying one." In determining the operating-condition of a car at the end of a contest, tests are applied to brakes, clutches, transmission power, and motors. Suitable penalties are also imposed for defective operation. A summary of penalties is given by the writer as follows:

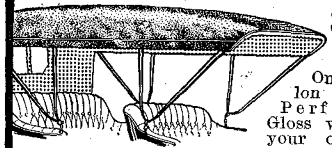
"Time—One point per minute, or fraction thereof, late in arrival at any control or checking-station.

"Work—One point per man per minute, or fraction thereof, for labor by driver or passengers. Two points per man per minute, or fraction thereof, for labor by workmen other than driver or passengers. Two points per man per minute, or fraction thereof, for replacement of damaged parts by driver or passengers. Four points per man per minute, or fraction thereof, for replacement by workmen other than driver or passengers. Three points per occurrence for replenishing gasoline, oil, or water, outside of fuel controls. One point per minute, or fraction thereof, for motor-stop when no work is done. No penalty for motor-stop during period when work is being done on car, for which work or replacement a penalty is imposed.

"Final outdoor operative tests—Brake penalties—50 feet, perfect; for each foot, or fraction thereof, over this distance, 1 point. Clutch—5 points for failure to climb curbs,

(*Continued on page 716*)

THE OLD DUSTY TOP
Made Like New For



$3.50

One-half gallon Cummer's Perfect Auto Gloss will make your old dusty grey automobile or carriage top—leather, rubber or pantasote—a beautiful glossy black—just like new. It renews and protects all leather and upholstery. A smooth, elastic *dye* which penetrates and sticks—even waterproofs (not varnish or paint which scale or rub off).

Cummer's Perfect Auto Gloss

dries in an hour. Won't crack. Won't hold dust. Used in factories and recommended by largest automobile makers.

One half-gallon will refinish (2 coats) all leather on any car or carriage. Special offer (express prepaid) for $3.50 includes ½ gallon can of Auto Gloss and extra fine camelshair brush. Any one can apply it.

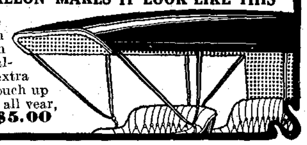
Sample postpaid 10 cents.

Chas. C. Smith, Jr., 2900 E. 34th St., Cleveland, O.

ONE HALF-GALLON MAKES IT LOOK LIKE THIS

Cummer's Perfect Auto Gloss

One gallon which will allow extra to touch up spots all year, **$5.00**



A GOOD OIL CAN

filled with that famous 3-in-One oil for only 10c. This special offer covers a limited number of cans and is solely to introduce 3-in-One to new people. The can or the oil alone is worth 10c. If you have never tried 3-in-One for lubricating any mechanism, cleaning and polishing furniture, preventing rust on any metal surface, do it now. Wrap a dime in a piece of paper and mail **3-IN-ONE OIL COMPANY, 18 Broadway, New York City.** By return you get the can

10¢ 10¢ 10¢ 10¢ 10¢ 10¢

Full of 3-in-One

A LARGER
INCOME

In these days of high prices, a larger income is necessary. It may be secured through a safe investment in the stock of an old and reliable New England Manufacturing Company. Established 1873, incorporated 17 years ago, and has never missed a dividend. Stock sells at par and pays much better than ordinary investments. For particulars apply to

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68 Free Street **Portland, Me.**

Learn How to Ride Horseback

I guarantee to teach any man, woman or child to become an expert rider by my direct, simple correspondence instruction. Learn to ride correctly as well as train horses for the saddle; teach your horse fancy gaits and tricks. Many secrets never before disclosed. Twenty years' experience. Hundreds of successful students.

Write today for handsome prospectus, "Riding and Training the Saddle Horse." Free on request.

Prof. Jesse Beery, 409 Academy St., Pleasant Hill, Ohio

"HAMILTON-MADE"
Garden Hose

What garden hose ought to be

GARDEN HOSE ought to be *tight*, so as not to leak; it ought to be *strong*, so that it will stand pressure; it ought to be *stiff and springy*, so that it will not "kink"; it ought to be *tough*, so as to stand wear. And it ought to be *tested*, so that the maker may know before it leaves his factory that it is ALL it ought to be.

In garden hose, *quality* is the vital point. You can't tell the quality of rubber by sight or feeling. Your best security is the NAME OF THE MAKER.

Garden hose has been for many years a SPECIALTY of this company. Every method and process has been thoroughly tested, and every REAL improvement adopted. HAMILTON-MADE HOSE is made by our OLD, SLOW PROCESS, which produces such *tough*, springy, lasting hose. An inner tube of pure, "live" rubber is tightly wrapped with layer after layer of close-woven duck, all strongly vulcanized together. Over this is put a strong, tough outer cover, like the sole of a shoe, to take the wear.

And then, after being well seasoned, every foot of it is TESTED under tremendous hydraulic pressure,—500, 600, even 700 pounds to the square inch. (Even in steam boilers the pressure is rarely as much as 200 pounds.) If any defect shows, that length is rejected.

This old-fashioned, slow method makes hose that no quick, made-by-the-mile process can equal for strength, toughness and durability. It has given HAMILTON-MADE HOSE the highest reputation for quality and real economy.

Which is cheaper,—to buy low-priced hose and pay for a new lot every year, or to pay a little more at first and get HAMILTON-MADE HOSE?

Sold by Dealers Everywhere

If your dealer has not HAMILTON-MADE HOSE on hand, we will deliver to you anywhere in the United States, FREIGHT PREPAID, 50-foot lengths of our highest-grade hose, complete with standard brass couplings, for the regular price, $12.50 EACH LENGTH.

This splendid hose stands a pressure of 750 POUNDS TO THE SQUARE INCH, and while it is our highest-priced garden hose, it lasts so long that it is in reality probably the CHEAPEST hose made.

If you want hose of a different grade, write us for samples, and the names of dealers near you.

Hamilton Rubber Manufacturing Co., Trenton, N. J.

ALWAYS ASK FOR

"Hamilton-Made" Garden Hose

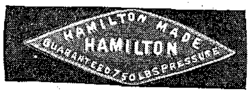
And Look for that Mark on the Hose

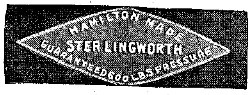
HAMILTON MADE
CYGNET
GUARANTEED 500 LBS PRESSURE

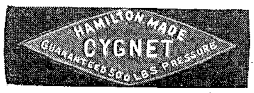
THERE'S a Hamilton-Made Hose FOR EVERY USE and every pressure, at 10 to 25 cents a foot, each kind made BETTER THAN IS NECESSARY to meet the requirements for that use. Whatever kind or grade of hose you need, ask the dealer for Hamilton-Made, and you will be sure of getting the BEST HOSE OF THAT GRADE that can be bought.

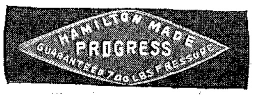
Below are shown the marks on some of the leading grades of Hamilton-Made Hose. The names, "Kenmore," "Progress," etc., designate the different *grades*, but you will note that EVERY grade bears the mark

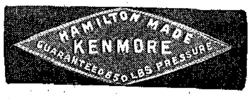
"HAMILTON-MADE"


HAMILTON MADE
HAMILTON
GUARANTEED 750 LBS PRESSURE


HAMILTON MADE
STERLINGWORTH
GUARANTEED 600 LBS PRESSURE

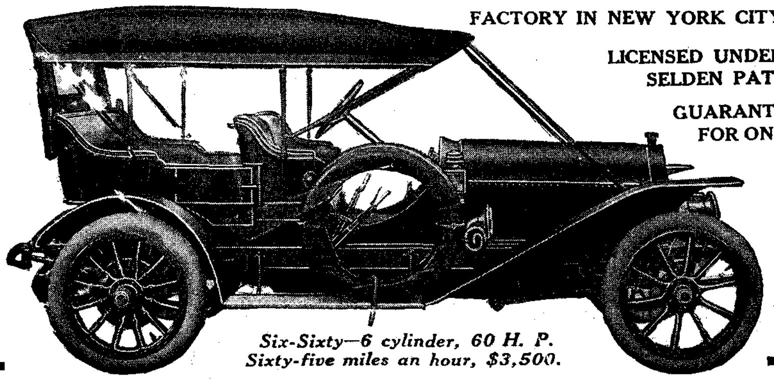

HAMILTON MADE
CYGNET
GUARANTEED 500 LBS PRESSURE


HAMILTON MADE
PROGRESS
GUARANTEED 700 LBS PRESSURE


HAMILTON MADE
KENMORE
GUARANTEED 650 LBS PRESSURE

PALMER SINGER

There are certain mechanical features whose successful use for two or more years by leading makes of cars have made them Standard—admittedly the BEST. Palmer-Singer cars have them ALL—no one other make—at any price—has them all.



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LICENSED UNDER SELDEN PATENT

GUARANTEED FOR ONE YEAR

Six-Sixty—6 cylinder, 60 H. P. Sixty-five miles an hour, $3,500.

The performance of a car depends on the excellence of its mechanical features. In performance Palmer-Singer cars are fast, powerful, silent, strong, durable and economical in a degree which you cannot find elsewhere, in combination, in any other cars made in this country to-day. Palmer-Singer owners who previously drove foreign cars do not except foreign makes in speaking of Palmer-Singer superiority.

We wish you could compare the actual *performance* in your own hands of the Palmer-Singer Six-Sixty, for instance, and ALL other cars at the same or higher prices. As that is, of course, impossible, why don't you compare their mechanical features side by side? Remember, on these depend performance.

Lit. Dig.

PALMER-SINGER MFG. CO.
1620 Broadway, New York City

Please send technical description of your cars to

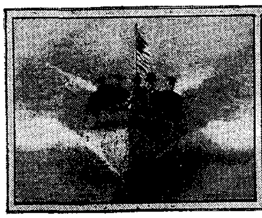
Name..................
Address..................
City..........................
State..............................

Our Six-Sixty has a speed of over 65 miles an hour. It has a 127-inch wheelbase, a six-cylinder, 60 H. P. motor, a four speed and reverse selective type transmission, multiple disc clutch, Imported Ball Bearings throughout, hand forged I-Beam, front axles, Bosch magneto—four brakes, internal expanding and equalized—all on rear wheels. Its price is $3,500. These are a few of its salient features—and they have ALL been in use in Palmer-Singer cars for over two years. The Palmer-Singer Three-Jet Multiple Spray Carburetor is one of several exclusive features. It is perfectly simple, with but one adjustment, gives much added power and consumes less gasoline to the mile than any other carburetor on the market. It gives the same mixture at all speeds.

We have printed a Specification Sheet—which shows you, side by side, the prices and mechanical features of all the best cars, which make gives you the most for your money and WHY. Cut out the coupon, fill out and mail to us to-day.

PALMER-SINGER MFG. CO.

1620 Broadway, New York 1321 Michigan Ave., Chicago



MULLINS STEEL BOATS ARE SAFEST AND FASTEST

They KEEP AFLOAT in the heaviest weather because the hull is made of pressed steel plates with air compartments like a lifeboat. They KEEP AHEAD of all other boats of equal H. P. because the smooth steel hull offers little resistance to the water, and they are equipped with the new Mullins Engine that is absolutely reliable under all conditions. Can't backfire; will not stall at any speed. **Starts and runs like an automobile engine.** Every Mullins Boat is guaranteed to give perfect satisfaction. Write for our complete catalog of Motor Boats, Launches, Row Boats, Hunting and Fishing Boats, and Marine Engines.

W. H. MULLINS CO., 143 Franklin St., Salem, Ohio, U.S.A.

Get this catalog and save 25%—40%

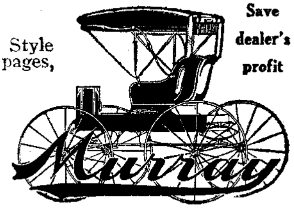
Don't think of buying a buggy until you see the big 1910 MURRAY Style Book of vehicles and harness—the most complete published—contains 192 pages, 345 illustrations, including the new

Murray **Highest Award Auto-Buggy**

In this buggy you get 7 valuable features not contained in the average buggy. ***Guaranteed 2 years. Sold on trial. Safe delivery insured. Get catalog for details—It is Free.***

THE WILBER H. MURRAY MFG. CO., 364-370 East 5th St., Cincinnati, O.

Save dealer's profit



(*Continued from page 714*)

spin rear wheels, or stall motors. Gear-set—25 points for failure to drive on any forward speed or reverse. Motor test—5 points for each cylinder not firing. Front and rear axles—No penalty for one-fourth inch spread between wheels; 5 points for each additional one-eighth inch, or fraction thereof. Springs—No penalty for sag of one inch; 5 points for each additional one-half inch, or fraction thereof."

Provision is made for the delivery, after a race, of each car, properly washed, to a technical committee, by whom will be recorded all adjustments, replacements, or repairs that may be necessary in order to place the car in a safe and satisfactory condition. Penalties are to be imposed in accordance with the following fixt schedule:

"Lubrication—Broken oil-feed 3, inoperative oil-feed 3, leaky oil connection 1, loose oiler 3, disabled oiler 20, lost grease-cup 2, loose grease-cup 1.

"Carburetion—Broken gasoline-line 2, leaky gasoline-line 1, leaky gasoline-tank 1, leaky gasoline-petcock 1, disabled throttle-control 15, broken or loose manfold 15.

"Brakes—Broken operating-devices 100, broken brake 100, loose operating-devices 25.

"Running-Gear—Broken spring-leaves, each 5, broken spring-clips, each 15, broken spring-seating 15, loose spring-clip 1, loose spring-horn 15, broken frame side-member 500, broken frame cross-member 150, bent frame pieces 75, broken strut-rods 25, broken torsion rod 25, lost muffler 5, broken muffler 3, loose muffler 2, broken wheel 100, loose wheel-spoke 5, broken wheel-spoke 10, broken running-board 6, broken fender-iron 6, broken fender 5, loose fender 2, lost mud apron 8, broken mud-apron 5, broken rear axle 300.

"Cooling—Leaky water-connection 1, leaky radiator 20, loose radiator 4, disabled water-pump 15, inoperative fan 2, leaky water-jacket 50, fan-belt off 1.

"Ignition—Loose terminal 1, broken terminal 2, dead battery 2, lost commutator-cover 2, disabled commutator 20, inoperative ignition-control 5, disabled magneto 20, loose magneto 4.

"Steering—Broken tie-rod or drag-link 200, bent tie-rod or drag-link 25, broken steering-rod 200, bent steering-rod 25, faulty steering-gear 200, loose steering-connections 15, broken steering-knuckle 150, bent steering-knuckle 15, broken front axle 300.

"Machinery parts—Broken valve 5, broken or impaired valve-spring 2, broken cam 500, broken cam-shaft 200, broken crank-shaft 500, bent crank-shaft 250, broken valve rocker-arm 10, broken push- or valve-lift arm 10, broken transmission-shaft 100, broken cardan-shaft 100, broken driving-chain 30, broken gear or pinion 25, broken bearings 10, broken body or chassis-bolts 2, loose body or chassis-bolts 1, lost body or chassis-bolts 2, broken clutch 250, broken or impaired universal joint 50, broken or lost bonnet-fastener 2, loose bonnet-fasteners 1, broken or impaired sprags 5, broken shock absorbers 5, loose shock absorbers 2.

"Steam—Leaky condenser 20, leaky generator 50, faulty thermostat 20, faulty pilot-light 20, faulty flow-motor 20, faulty gage 5, steam leak in line 1, water leak in line 1. (In cases of leaky radiator or water-jackets, recognition must be taken of the degree of leakage and the amount of fixt penalty modified accordingly.)"

The contests permitted under these rules are divided into four grades, as follows:

Grade 1—A contest not exceeding six days in duration, with penalties for time, road work, final operative test, and final technical examination.

Grade 2—A contest of more than six days' duration, with penalties for time, road work, final operative test, and final technical examination, except that carbureter and brake-adjustments may be made without penalty and spark-plugs may be changed.

Grade 3—A contest of any duration in which penalties are imposed for time and road work only, but in which the final operative test and final technical examination are omitted.

Grade 4—A contest of any duration in which penalties are imposed for time only.

Under the old rules, existed what was known as the "perfect road score"—a term which has now been supplanted by another—the "non-stop run," which is defined in the new rules as follows:

"A run without an involuntary stop of the car outside of controls, except for tire trouble or on account of traffic congestion, shall be known as a non-stop run. The motor must be kept running continuously while outside of controls. The car may be brought to a standstill at any time, no work being done, and the motor kept running. Stops for tire repairs or replacements with the motor kept running are permissible. Non-stop certificates may be issued to contesting cars in grades one and two who conform to the requirements of the 'non-stop' definition in a contest exceeding 1,000 miles in length."

Provision is made as to the equipment which a stock car may, or may not, carry. Special mud-aprons in front of the radiator, or bonnet-screens between the side members of the frame, may be carried and rubber bumpers for springs and rebound straps are permitted, as well as tire-inflating tanks. Things not permitted are as follows: Special springs or spring-windings, shock-absorbers (unless they are a part of the regular equipment), covers for coil-boxes, magnetos, or other parts of the

ROSY COLOR

Produced by Postum.

"When a person rises from each meal with a ringing in the ears and a general sense of nervousness, it is a common habit to charge it to a deranged stomach.

"I found it was caused from drinking coffee, which I never suspected for a long time, but found by leaving off coffee that the disagreeable feelings went away.

"I was brought to think of the subject by getting some Postum and this brought me out of trouble.

"It is a most appetizing and invigorating beverage and has been of such great benefit to me that I naturally speak of it from time to time as opportunity offers.

"A lady friend complained to me that she had tried Postum, but it did not taste good. In reply to my question she said she guessed she boiled it about ten minutes. I advised her to follow directions and know that she boiled it fifteen or twenty minutes, and she would have something worth talking about. A short time ago I heard one of her children say that they were drinking Postum nowadays, so I judge she succeeded in making it good, which is by no means a difficult task.

"The son of one of my friends was formerly a pale lad, but since he has been drinking Postum, has a fine color. There is plenty of evidence that Postum actually does 'make red blood,' as the famous trademark says."

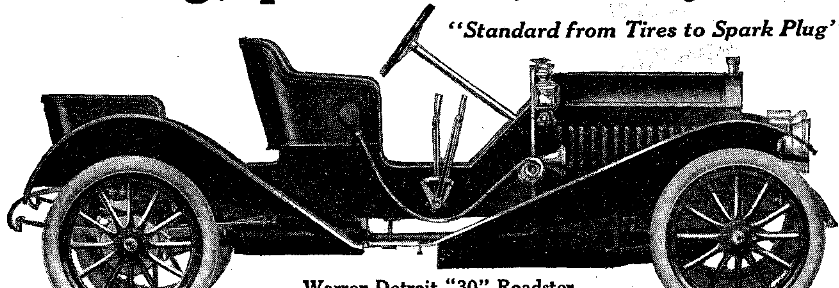
Read "The Road to Wellville," found in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

At Last a "Thirty" for $1100

—a big, powerful, hardy Car

"Standard from Tires to Spark Plug"



Warren-Detroit "30" Roadster
110 in. Wheel Base $1100
including Bosch Magneto

The Warren-Detroit "30" is the most highly standardized car ever offered as an initial product. Every feature has been tested and proven. Not a single detail in its construction is radical or experimental. The men behind it are able, practical, successful, experienced; been building high-grade automobiles for years.

The lines of the Warren-Detroit are dashing, racy, beautiful—expressing the latest word in automobile style. It looks like a solidly built car; it *is* a solidly built car—hardy—strong—speedy—invincible—the car you want.

Warren-Detroit "30"

The brief details of construction that follow tell something of Warren-Detroit quality.
We ask you to study them carefully:

Motor: 30 H.P.; 4 inch bore; 4½ inch stroke; cylinders cast en bloc; inlet and exhaust manifolds separate; integral steel valves; all mechanically operated; all valves on one side; four ring pistons.

Transmission: 3 speeds forward, one reverse; sliding gears, selective type. Gears of special gear steel all hardened. Liberal bearings of Parson's White Brass.

Clutch: Leather-faced cone with slip springs, insuring easy engagement; aluminum cone mounted on Parson's White Brass bushings on spindle of crank shaft.

Steering Gear: Irreversible; worm and gear; polished brass column; 16 inch Mahogany rim; control of carburetor and ignition at top of wheel by levers and ratchet quadrant.

Rear Axle: Semi-floating type; bevel-driven—great reserve strength.

Front Axle: Drop forged "I" beam center.

Wheels: 32 inch; 1⅜ inch spokes; 12 spokes front and rear.

Tires: 32 x 3½ front and rear.

Frame: Pressed steel; sub frame for motor and transmission.

Springs: 1¾ inch wide; front 36 inch semi-elliptic; rear 45 inch, three-quarter elliptic.

Ignition: Bosch High Tension Magneto; double system with dry cells.

Carburetor: Gould float-feed; neat; absolutely reliable, with single adjustment.

Cooling: Extra large radiator; 16 inch six-blade fan and Centrifugal pump.

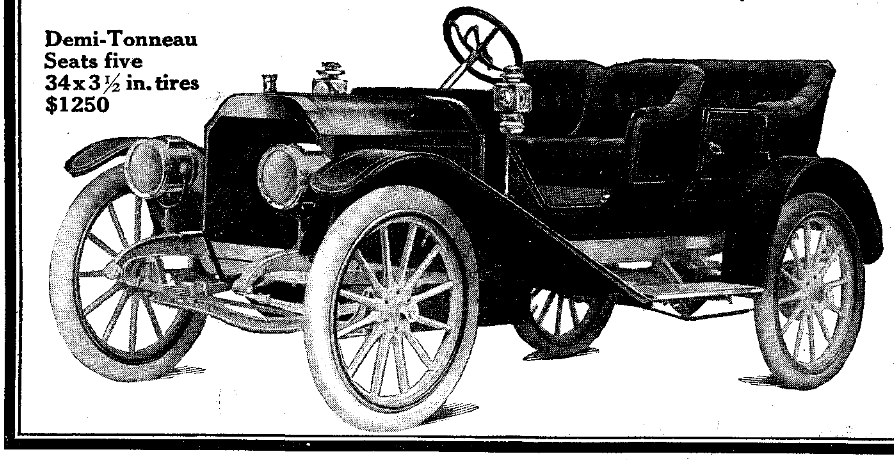
Body: Low, luxurious divided seats with comfortable cushions and elegant trimmings of best Blue Black pebble grain, semi-bright finish leather; White pyramid rubber moulded mats; brass scuff plates. Square Mahogany Dash with polished brass bead; polished brass lamp brackets; polished Aluminum bonnet ledge.

Equipment: 8 inch Gas lamps in front with generator; square oil lamps on Dash; oil tail lamp; deep-toned *horn on dash*; *complete set of tools*; tire repair kit; pump and jack; dickey seat and box or thirty gallon round gasoline tank.

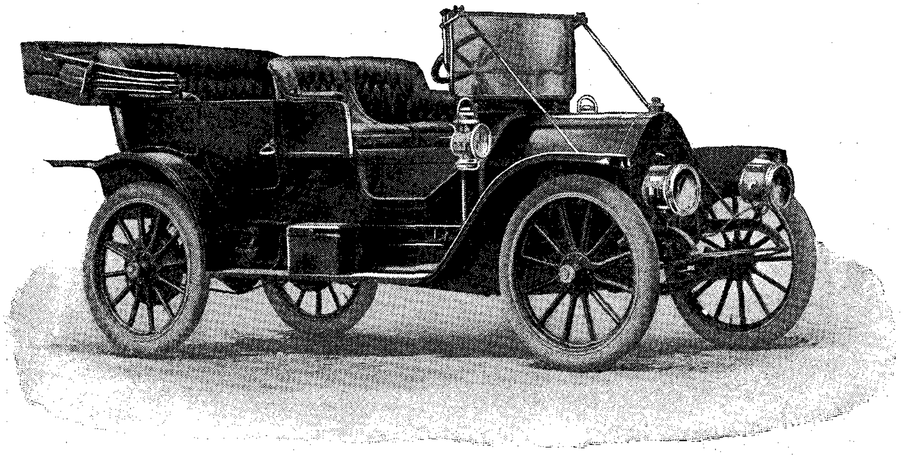
You have only to *compare* to realize that the Warren-Detroit "30" is standard construction but *more than standard VALUE.*

See the Warren-Detroit dealer. Get a demonstration and convince yourself that it is the car you want.

Warren Motor Car Co., Detroit, Mich.



Demi-Tonneau
Seats five
34x3½ in. tires
$1250



Four-cylinder Reo $1250

Top and Mezger Automatic Windshield Extra

Is this what you want?

A big, handsome, light, powerful motor-car—off like a thoroughbred as soon as you open the throttle.

Fifty miles an hour, fast on the hills, quiet, smooth-running, comfortable, and full of the well-known Reo get-there-and-back ability.

The Reo is all this for $1250. Does everything that any $3000 car does—except cost three-thousand-dollars, with big tire-cost, operating-cost, and maintenance.

Get *"Reasons Why"* from the Reo catalogue. Better yet: get next to a Reo dealer. He will show you that the Reo *is* and *does* all the things you want of a motor-car.

You Can do it with a REO

The Four-cylinder Reo is made also as a Four-passenger Roadster, $1250. There is also the Two-cylinder Touring Car (over 25,000 in use) at $1000, and the Single-cylinder Runabout at $500—the most reliable runabout under $1000. Send also for No. 31, "The Story of New York-to-Atlanta."

You Can do it with a REO

R M Owen & Co Lansing Michigan General Sales Agents for Reo Motor Car Co

Licensed under Selden Patent

THE MARMON

"The Easiest Riding Car in The World"

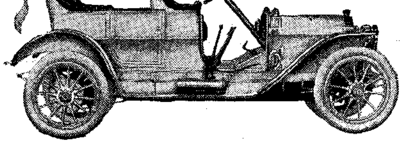
Tire Economy

Every man that has driven an automobile knows what high speed does to tires.

Probably the greatest demonstration of tire economy ever made was by Ray Harroun driving a Marmon stock car in the Vanderbilt race one week and in the Atlanta races the next. In these events he covered 736 miles at an average speed of 64½ miles per hour on the same set of tires, and never stopped once in any of the races for any purpose.

Good tires? Of course they were, but practically every tire manufacturer of the country can show you testimonials from Marmon owners showing how well their particular tires have stood up on Marmon cars.

No other car of similar power has ever shown anything like the tire economy of the Marmon - and every automobilist knows that tires form the chief item of expense in maintaining the average car.



One Chassis, 32-40 H.P. High Class Equipment

$2,650

NORDYKE & MARMON CO., Indianapolis, Ind.
(Estab. 1851)
Licensed Under Selden Patent.

mechanism; nor screens around the carburetor, unless these are part of the regular equipment. Tools must be carried in a special bag and sealed. Other items among the rules are:

"Parts carried are inventorized, officially checked, and sealed. There shall be no penalty for tire repairs, provided the engine be kept running while the repairs are being made and no other work is done. The time consumed in making the repairs, while the engine is running, shall be added to the day's running-time. At noon or night controls, tanks for lubrication oil, gasoline, and water may be filled without penalty. For replenishments of oil, gasoline, or water at other places the penalty is three points for each occurrence. Oil or grease may be added to or may be drawn off the various cases when necessary without penalty during the half-hour allowed for oiling at the end of each day's run. Recharging of batteries will be allowed at any time, but all work in connection therewith must be done in the presence of the observer. A half-hour is allowed at the end of each day's run for proper lubrication of the car in the official garage, seals being broken for this purpose and replaced."

The writer adds that the following provisions, "the adoption of which in any contest is optional with the promoter, and none of which count against a car, or are factors in determining the car's road score," have been added: Rules for tire penalizations; rules for penalization of accessories; the keeping of a record of lubricating-oil and of gasoline consumption. Stock cars only are eligible for competition. For the purpose of trophy-awards they shall be divided into two classes according to body-equipment (1) touring-car class; (2) runabout class, including runabouts, miniature tonneaus, surreys, and double or single rumbles.

TAR FOR MACADAM ROADS

In a previous issue a summary was printed of a traffic-committee's report to the London Board of Trade, dealing with the influence of motor-cars and horse-drawn vehicles on macadam roads. There comes to hand for the present issue a report of an English committee on dustless roads as secured by the use of tar, this report having been made to the Royal Automobile Club. The report was written by Walter Smith, city engineer of Edinburgh, who says of the injury caused to roads respectively by horses and motor-cars:

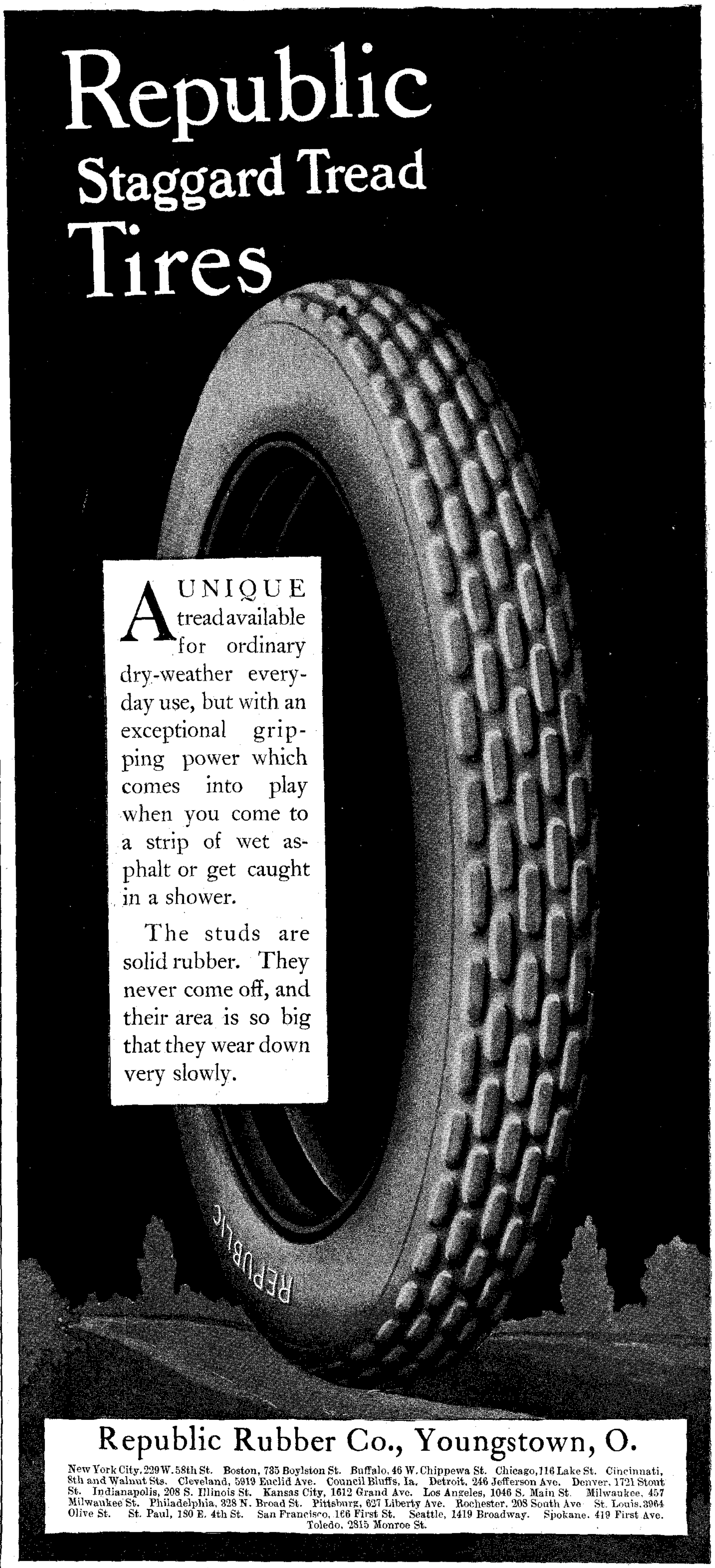
"It is perhaps a truism that it is not the roads that cause the dust, but the vehicles that pass over them, and it is a matter for consideration as to which class of vehicle really produces the most dust. The majority of the public, and especially the owners of horses and horse-drawn vehicles, will contend that it is the suction of the pneumatic tires of motor-cars and the propelling action of their driving-wheels that loosen the binding of the road and leave the surface open, friable, and disintegrated, and that with the surface once loose and disintegrated the dust is drawn up by the wheels and dispersed by the strong draught passing under the fast-traveling motor-car. This action of loosening and disintegration, it is asserted, is also much aggravated by the studded tires and other non-slip devices that are attached to the wheels of motor-cars.

"It will be contended, and especially by those who are particularly interested in motor-cars, that the controlling element in the eyes of road-makers has up to the present been the horse, and that to the requirements of the horse have been entirely sacrificed those of self-propelled vehicles; that the shoes of the horse, particularly when armored with claws or calkers, have been far more destructive to the carriage-way surface than the driving-wheels of road motors; and that the scarifying action of powerful blows by a horse is far more pronounced and serious than any effect of motor-cars. The percussive strain that is thrown upon a road by this means by one horse in a single day, reduced to pounds weight, is certainly very startling; and motorists further consider that the steel tire of the ordinary horse-drawn vehicle is far more abrading in its effect than is the resilient tire of the motor-car.

"No doubt each of these contributes to a considerable extent to the creation of dust, but the main factor in the creation of dust is undoubtedly the fact that the binding of a macadam road, as at present constructed, is insufficiently good. It is usually recognized that the chief causes of the dust itself—not its dissemination—upon the carriage-way are: The exudation in times of wet of the very binding with which the road has originally been bound together, supplemented by the additional amount of mud which has been caused by the friction of the stones *inter se*, through not being held firmly together in their places by a strong cementitious binder; and the mud which works to the surface through the insufficient foundation of the macadam owing to the comparatively loose condition of an ordinary macadam road. All this mud, upon drying, becomes dust, and in addition, a certain amount will be caused by the mud carried by the wheels of agricultural carts onto country roads from adjoining fields, and by sweepings from forecourts and houses in town districts.

"Of course, the character of the road stone employed plays an important part in this subject; but whatever may be the cause or causes of the creation of the dust, there seems to be little or no difference of opinion, even among motorists themselves, as to the enormous power of raising and dispersion of dust possest by fast-traveling motor-cars. It has been suggested that the build of the car could be improved so as to remedy the defect, and while it must be the generally accepted belief among those who have had any experience in this subject that a car standing well above the ground with a clear smooth underbody will produce less dust than a car built nearer to the ground and with an uneven underbody, there does not at present appear to be any particular prescription which may be laid down as a guide to the car-builder. It has been further suggested that if the maximum speed of motor-cars were reduced to ten miles an hour in lieu of twenty miles an hour, as at present allowed, the dust nuisance would thereby be more or less abated; so far, however, is this from being a probable statutory condition, that there appears to be more likelihood that the twenty-mile speed limit may be altogether abolished in accordance with the recommendation of the royal commission.

"As the royal commission appears to have found, it is clear that for a substantial diminution of the dust we must look to the condition, construction, and treatment of roads. This being accepted—as the author accepts it—and if the cause of our trouble is the advent and use of the motor-car, it would be well at once to consider to what extent the motor-industry has grown, so as to form a possible estimate of the extent of its future growth, and thus to realize what is the ultimate traffic to be especially catered to. We may thus possibly appreciate also what the probable result to the condition of our highways


Republic
Staggard Tread
Tires

A UNIQUE tread available for ordinary dry-weather everyday use, but with an exceptional gripping power which comes into play when you come to a strip of wet asphalt or get caught in a shower.

The studs are solid rubber. They never come off, and their area is so big that they wear down very slowly.

Republic Rubber Co., Youngstown, O.

New York City, 229 W. 58th St. Boston, 735 Boylston St. Buffalo, 46 W. Chippewa St. Chicago, 116 Lake St. Cincinnati, 8th and Walnut Sts. Cleveland, 5919 Euclid Ave. Council Bluffs, Ia. Detroit, 246 Jefferson Ave. Denver, 1721 Stout St. Indianapolis, 208 S. Illinois St. Kansas City, 1612 Grand Ave. Los Angeles, 1046 S. Main St. Milwaukee, 457 Milwaukee St. Philadelphia, 328 N. Broad St. Pittsburg, 627 Liberty Ave. Rochester, 208 South Ave St. Louis, 3964 Olive St. St. Paul, 180 E. 4th St. San Francisco, 166 First St. Seattle, 1419 Broadway. Spokane, 419 First Ave. Toledo, 2815 Monroe St.

Staggard Tread Pat. Sept. 15, 22, 1908

will be if the growth of motor-cars continue, and if there be no serious and practical attempt to solve the problem with which we are faced."

The committee is of opinion that if macadam roads are to be properly constructed to meet the demands of the present traffic, a bituminous binding-material or matrix must be employed. As for dust, it is their belief that the application of tar is the most effective way thus far found for preventing it. Letters sent to surveyors in the south of England, who reported on 4,513 miles of roads, brought replies that the mileage now tarred and rendered dustless has increased from 393 miles, or 9½ per cent., in 1908, to 657 miles, or about 16 per cent., in 1909. The committee recommends as the most permanent form of treatment that the entire surface of roads be remade with tar macadam. An intermediate method, applicable to narrower, second-class roads, provides that instead of relaying the entire width of the road, those portions only which have been worn down by wheels shall be treated. These are to be cut out and filled in squarely and smoothly with the best class of tar macadam, the entire road surface, new and old, being afterward tarred. By this means two broad, smooth tracks will be secured. Motorists, in common with other users of roads, will stick closely to these tracks, and wear and tear will be saved to the other portions of the surface.

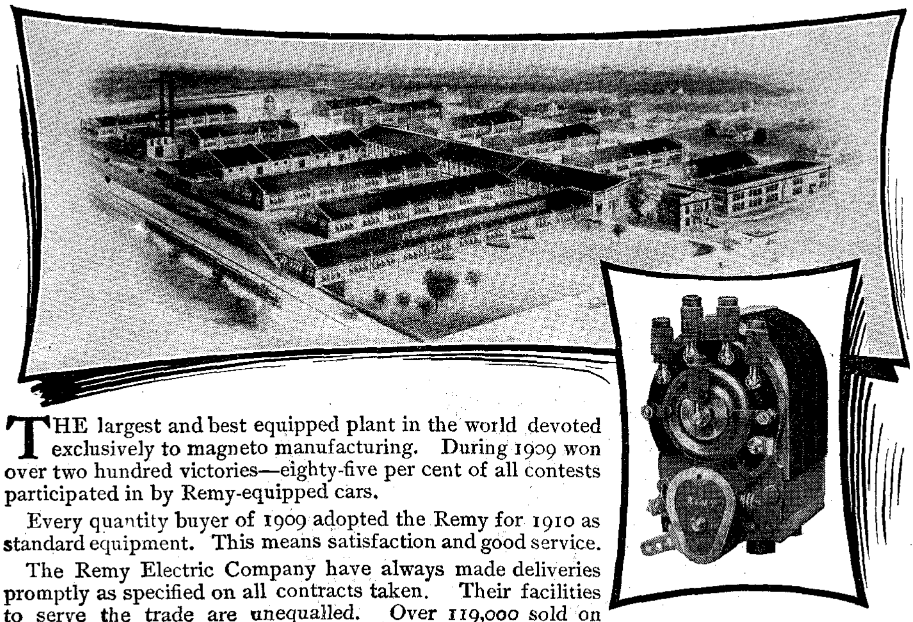
PUTTING AND KEEPING CARS IN ORDER

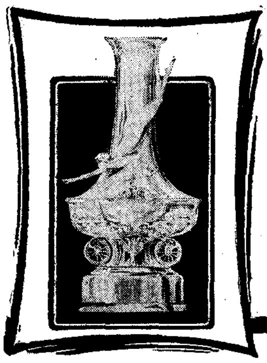
As with houses, lawns, and gardens, so now with motor-cars—this is the season for thorough overhauling and furbishing up. As explained in *Motor Age*, the car is "a piece of machinery, some parts of which are delicate and require a nicety of attention." It consists of several units "not one of which, when analyzed, shows any extraordinary complexity, so that the average driver, if he cares to, can give it all the necessary attention; should he neglect it, however, and this neglect continue, he passes that boundary line beyond which he himself can not effect a repair." *Motor Age* then proceeds to say:

"Owners whose cars have been garaged all winter should not take them out without first giving them an overhauling of some nature. The cylinders should be inspected to see if carbon deposits are plentiful; the compression should be examined, and if not regular in all four cylinders the valves should be examined and ground if necessary, and the tension of the springs tried. The lubricant left over from last fall should be withdrawn from the crank-case, the case cleaned out, and fresh lubricant added; the bearings in the wheels should be looked at to see if they are properly lubricated; there should be a general inspection to see if any loose parts are to be found. These are briefly a few of the many things which should be looked into, and if looked into before the car is put into commission, the car itself will be saved, its period of usefulness increased, and the owner will have more pleasure from his season's driving."

In the same article advice is given as to the proper care of the car, even tho it be one newly purchased:

"The wise dealer should first of all impress on the buyer the necessity of ade-





THE largest and best equipped plant in the world devoted exclusively to magneto manufacturing. During 1909 won over two hundred victories—eighty-five per cent of all contests participated in by Remy-equipped cars.

Every quantity buyer of 1909 adopted the Remy for 1910 as standard equipment. This means satisfaction and good service.

The Remy Electric Company have always made deliveries promptly as specified on all contracts taken. Their facilities to serve the trade are unequalled. Over 119,000 sold on minimum contracts for 1910; 48,000 already delivered; all old customers retained and many new ones added.

Think of the Remy Magnetos used on so many different cars, with a record as above. The Remy Magneto is the best. Its patented construction is imitated, but not equalled.

REMY ELECTRIC COMPANY
DEPT. 20, ANDERSON, IND.

BRANCHES—1400-1402 Michigan Ave., Chicago; Automobile Building, 64th and Broadway, New York City; 471 Woodward Ave., Detroit; 406 E. 15th St., Kansas City; 10 Golden Gate Ave., San Francisco.

AGENCIES—Auto Equipment Co., 1518 Broadway, Denver; Hollis Electric Co., 9 North 6th St., Minneapolis; J. H. McCullough & Sons, 219 N. Broad St., Phila. [32]

The Remy Magneto Best in the World!

Cobe Trophy won by the aid of the Remy Magneto

Perfect points make easy writing. Elastic—not brittle. Don't balk or splatter.

SPENCERIAN
Steel Pens
A style for every purpose. Sample card of 12, all different, for 6 cents postage.
SPENCERIAN PEN CO., 349 Broadway, N. Y.

5½% INVESTMENTS 6%

When investing funds in our First Farm Mortgages you are procuring securities furnished by a Company having twenty-six years experience and $300,000.00 Capital. 5½% and 6%.
Write for booklet "A."
E. J. LANDER & CO., GRAND FORKS, N. D.
Minneapolis, Minn.

Fewer Gallons—Less Work—Better Results

Murphy Transparent Wood Finish ($3.00 a gallon) is the best house varnish ever made.
It Costs Less By The Job than any lower-price varnish.

The same price with *discount* is the same as lower price.

"Quality and Economy in Varnish and Varnishing"

Our *free* Varnish Book. See pages 35-39.

Please address us carefully at 151 Chestnut Street, Newark, N. J.

Murphy Varnish Company, FRANKLIN MURPHY, President
Makers of THE VARNISH THAT LASTS LONGEST
Head Office: NEWARK, N. J. Also BOSTON CLEVELAND ST. LOUIS CHICAGO

quate lubrication; in fact, it would be good policy if every dealer required every buyer to go through an oral examination before the car is delivered to him as to the parts requiring daily lubrication, and those that require special attention. The lubrication of a car is a vital factor, and is different from the electric system or the carburization system. If anything goes wrong with the electric system, there is immediate notice of it because firing will cease on one or more of the plugs and perhaps the car will stop; in the carburization system, if the gasoline stops flowing the car stops; but, in the lubricating system, if for some reason the oil-flow to a crank-shaft bearing should stop, the car does not immediately stop, but little by little the destruction takes place and the driver is not aware of it until suddenly there may be a seizure and a breakage. This condition is true all through the lubrication system of a car. It is expensive if a crank-shaft breaks or a connecting-rod burns out, or a cylinder is scored all through lack of oil, but it is not expensive if a short circuit takes place in the electrical system, stopping the motor momentarily, or if through some trouble in the carbureter the gasoline system is interfered with.

"But there is no necessity why the care which should be given to a car should stop with lubrication, or carburization, or ignition. There are many other parts in the car which, if given a little attention, will give the utmost satisfaction without expense. In this respect brakes should receive primary consideration. Many students of motor-cars have agreed that a car must have a motor and it must have brakes, and that it is more dangerous to have poor brakes than a poor motor. New owners should have impressed upon them the necessity of watching the brakes carefully, and no car should be taken out without ascertaining that both sets of brakes are up to the mark; otherwise an accident will result. Beginners are prone to neglect brakes, and because of this the burden on the dealer becomes the greater.

"So it is through all parts of the car; attention, and common-sense attention at that, must be given, and given regularly, not spasmodically. The owner who knows what pressure his tires should carry, and who takes a glance each day to see if the tires are inflated, is going to be repaid in a few months for his trouble by the extra mileage he is going to get out of his tires. It is questionable if there are many other phases of the car which pay more directly in dollars and cents saved in maintenance than does the question of tires. The man who fails to keep them properly inflated pays for his folly, and the man who sees they are properly inflated not only reaps the benefit in dollars and cents, but is saved the discomfort of premature blow-outs and other troubles that follow."

THE CRATING OF CARS

In an article on crossing the Atlantic with an automobile, with a view to touring in Europe, printed in *The Automobile*, detailed specifications are given as to the manner in which the car should be crated. Satisfactory work in this respect requires particular attention, inasmuch as crated articles are liable to receive rough treatment in loading and unloading. A drawing which shows the longitudinal and latitudinal sections of a crate, properly constructed, reproduced elsewhere from the article referred to, indicates a frame considerably more substantial than would be required for a house or shed of similar size. The foundation is built of three

Motoring Expense *Cut Down*

FOR two years we have been gathering sworn mileage and upkeep (repair) statements of Winton Six owners.

Figures covering 20 Winton Six cars, owned and driven in and around New York, Boston, Atlantic City, Philadelphia, Pittsburg, Buffalo, Cleveland and Chicago, and on many long and hard tours, are given on this page.

¶ These 20 cars totaled 184,190 miles—more than seven times the distance around the earth at the equator. A fairly exhaustive test.

Nine of these cars ran 72,721 miles with absolutely *no upkeep expense.*

Thirteen of these cars ran 103,226 miles on a total of *73 cents upkeep expense.*

Only four of 20 cars had more than $10 expense each, and these four cars totaled 55,860 miles, averaging 13,965 miles each.

¶ Each of these 20 cars averaged 1315.6 miles per month, 43.8 miles per day. Had to keep moving to do that distance every day, winter, spring and summer.

And the average upkeep expense for each of these 20 cars was *77 cents per 1000 miles.*

¶ That's a world's record that goes straight home to the pocket books of these Winton Six owners.

Motoring wasn't expensive to these men.

Sworn Records of Automobile Upkeep

Car Owner and Address	*Year*	*Mileage*	*Expense*
Axelrod, Jacob, New York	§1908	7,570	None
" " " "	§1909	17,720	$60.00
Bacharach, Isaac, Atlantic City	1909	11,000	.30
Barnsdall, T. N. Pittsburg	†1909	15,669	31.15
Brennan, Jas. T. Brooklyn	1908	6,806	3.00
Burnham, Wm. Philadelphia	1909	8,702	None
Clenny, J E. Chicago	§1908	5,155	None
" " "	†§1909	17,003	None
Cuddy, Loftus, Cleveland	1909	8,728	.30
Fish, Joseph, Chicago	1908	5,535	None
Frost, G. W.. Montclair, N. J.	1909	10,595	None
Mallen, H. W., Chicago	1909	7,572	1.50
Martin, W. B., Cleveland	1909	10,726	7.50
McAllister, W. B., Cleveland	1909	10,788	26.55
Pickands, H. S., Cleveland	1908	6,632.8	None
Roelofs, H. H., Philadelphia	1908	5,415	None
Rooney, E. A., Buffalo	1908	4,594	.10
Schnaier, Milton, New York	1908	11,683	12.00
Somers, Warren, Atlantic City	1908	6,183	.03
Speare, Mrs. L. R., Boston	1908	6,113.6	None
TOTALS		184,190.4	$142.43

§ Same car both years. † Carried limousine body part of the time.
Average Upkeep Expense for 20 Cars—77 Cents per 1000 miles.

Because the Winton Six is the car that keeps out of repair shops.

¶ You can compare the Winton Six with any other high-grade car on the market and know for yourself that it has neither a superior nor an equal.

We do not say this boastingly, but to give you a definite statement on which we must make good.

The maker who claims nothing has to prove nothing. We make our claims strong, because we have the car that supports these claims.

¶ And this Winton Six (a 48 H.P. six-cylinder car that acknowledges no equal) sells at $3000.

Same horse-power in other accredited makes would cost you from $4000 to $4500.

—Therefore, the Winton Six saves its buyer $1000 to $1500 on initial cost, *an amount that will buy tires, oil and gasoline for two years or more, and pay for many miles of enjoyable touring.*

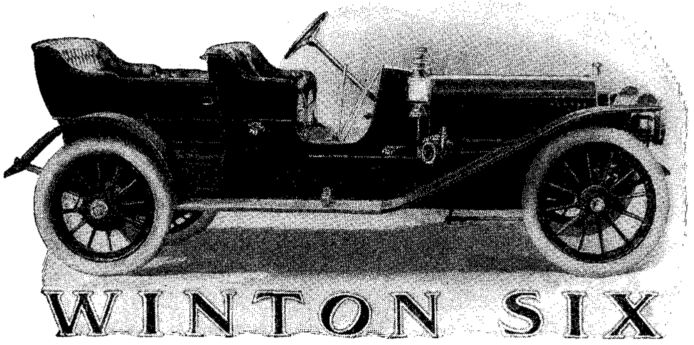
¶ If motoring is expensive it isn't the fault of the $3000 Winton Six, with its world's record upkeep ability of 77 cents per 1000 miles.

¶ Let us send our explicit literature—it is too clear to be misunderstood. Clip the coupon and mail it to-day.

The Winton Motor Carriage Co.
Licensed Under Selden Patent
Cleveland, U. S. A.

BRANCH HOUSES

NEW YORK,	Broadway at 70th St.
CHICAGO,	Michigan Av. at 13th St.
BOSTON,	Berkeley at Stanhope St.
PHILADELPHIA,	246-248 N. Broad St.
BALTIMORE,	209 N. Liberty St.
PITTSBURG	Baum at Beatty St.
CLEVELAND,	Huron Rd. at Euclid Av.
DETROIT,	738-740 Woodward Av.
MINNEAPOLIS,	16-22 8th St. N.
SAN FRANCISCO,	300 Van Ness Av.
SEATTLE,	715 East Pine St.



Winton Six Toy Touring Car for Four Passengers

Six-cylinder, 48 H. P. motor. Multiple-disc clutch. Four-speed transmission. Instantaneously sensitive carburetor. Bosch magneto, and storage battery. 124-inch wheel base. Frame narrowed in front to permit short turns. Easy riding semi-elliptical springs all around. Four shock-absorbers. And a motor **that cranks itself.** Price, $3000.

THE WINTON MOTOR CARRIAGE CO.
643 Berea Road, Cleveland, O.

Please send Winton Six literature to

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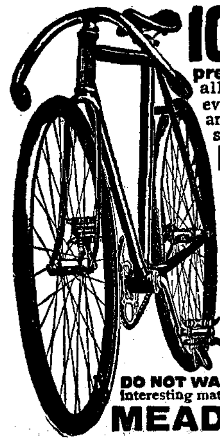

10 DAYS FREE TRIAL We will ship you a **"RANGER" BICYCLE on approval, freight prepaid** to any place in the United States *without a cent deposit in advance*, and allow **ten days free trial** from the day you receive it. If it does not suit you in every way and is not all or more than we claim for it and a better bicycle than you can get anywhere else regardless of price, or if for any reason whatever you do not wish to keep it, ship it back to us at our expense for freight and you will *not be out one cent.*

LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at **lower prices** than any other house. We save you $10 to $25 middlemen's profit on every bicycle. Highest grade models with Puncture-Proof tires, Imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at **unheard of low prices.**

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1910 **"Ranger"** Bicycle furnished by us. **You wil be astonished** at the *wonderfully low prices* and the liberal propositions and special offer we will give on the first 1910 sample going to your town. **Write at once** for our *special offer.*

DO NOT BUY a bicycle or a pair of **tires** from *anyone at any price* until you receive our catalogue and learn our low prices and liberal terms. **BICYCLE DEALERS,** you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—*a limited number taken in trade by our Chicago retail stores will* be closed out at once, at **$3 to $8 each.** Descriptive bargain list mailed free.

TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at **half usual prices.**

DO NOT WAIT but write today for our *Large Catalogue* beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. **Write it now.**

MEAD CYCLE CO. Dept. A-174, CHICAGO, ILL.

FISK *Quality*

QUICK Tire Changes—a great saving in time and labor with no loss of safety, come with the use of the Fisk Removable Rim carrying inflated tires. Three years of hardest work have proven its absolute practicability.

REMOVABLE

Simple, light, strong. Quick in operation. Few parts (only 5 nuts to remove). No special tool required. Ease of operation unaffected by mud or water. We know it is The Best. Investigate and you will be convinced.

Fisk *Quality* Tires are made in four styles, To Fit All Rims: Bolted-On, Clincher, Q. D. Clincher, and Dunlop. Write for our Removable Rim Booklet.

THE FISK RUBBER COMPANY

Dept. W. *Branches in Seventeen Cities* CHICOPEE FALLS, MASS.

RIM

That Was An R-S Motorcycle

The pedestrian who watches the holes in the atmosphere made by an **R. S.** says, "That was a motorcycle."

The man who drives an **R. S.** says, "This *is* a motorcycle."

Let our nearest agent demonstrate to you the 1910 **R. S.** improvements—increase of power, new **R. S.** rotary mechanical oiler, **R. S.** mechanical intake valve. Consistent price. Built and tested in the mountains.

Write for catalogue. Agents wanted.

READING STANDARD CO.,
Makers Renowned Reading Standard Bicycles
401 Water St., Reading, Pa.

HOW TO RUN AN AUTO

1910 EDITION
EASY TO UNDERSTAND

The 1910 Edition **"Self Propelled Vehicles"** explains in plain language how the motor car is constructed and how it works. **Gives Complete Practical Instruction in Running, Care, Management and Repairs.**

The most useful and valuable book published for **Owners, Repairmen,** and **Intending Purchasers. Price $2** postpaid, or it will be sent on approval, as per coupon. Agents wanted.

Theo. Audel & Co., 63 Fifth Ave., New York

Kindly mail me copy of **Homans' Automobiles**; if found satisfactory, I will immediately remit you $2, or return the book.

Name..

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FOR STYLE
LITHOLIN
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WATERPROOFED LINEN

Be like the stylish "Wise Men of Gotham" and wear

Litholin Waterproofed Linen Collars and Cuffs

which have that dull linen finish. No wear, no tear, no laundering. They wipe pure white, like new, with a damp cloth. The only waterproofed linen made. Don't wilt nor fray. Every new shape made as soon as introduced. A style for every face and every fancy.

Collars 25c **Cuffs 50c**

If not at your dealers, send, giving style, size, number wanted, with remittance, and we will mail, postpaid. Booklet of styles free on request.

THE FIBERLOID CO. **7 Waverly Place, New York**

heavy beams, the outer ones being 4 x 6 inches, and the middle one 4 x 4. These are united at each end by a cross-piece 4 x 4 in size, and by pieces spaced tails between, which measure 2 x 4. Other de- are specified as follows, showing how substantial a piece of carpentry a proper crate will be:

"The vertical risers, or studdings, are 4 x 4 timbers at each corner, and three 2 x 4 pieces on the side. These may be braced by one or more diagonals, if desired, tho this is not shown in the drawing. The risers at each corner are joined by 4 x 4 timbers all around. Thus every edge of the crate is a 4 x 4, or heavier. The top has three or four 2 x 4 cross-pieces. Good firm lumber should be used.

"For the covering of the crate nothing less than one-inch planking will do; this may be in any suitable width. For the top, as shown in the drawing, 1½-inch material may be used to advantage, in the event of heavy articles being dropt on the top. The bottom planking is protected by two sets of cross-pieces, which in this case are on the outside. In putting the crate together it is well to consider the possibility of using it for the return trip. By a little forethought it may be made possible to have the crate 'knocked down' into compact form and stored during the trip. In most cases this will save considerable expense, but of course is not worth while if the return is to be made by a port very far distant from that of entry.

"To this end the crate should be considered as composed of six separate pieces, each forming one side. The plank covering of each side can be nailed down to the beams of that side, thus uniting them. Where the beams are joined together, in assembling the several sides, through bolts should be used, both for the sake of strength and for ease in disassembling. This may add slightly to the cost of construction, and it is for the individual to decide whether this is justified in his particular case. In many places iron corner-pieces can be used to advantage."

Not only the crate itself, but the manner in which the car is fixt in its place within the crate, is a matter of importance. The car should be made so secure that it can not possibly break loose, no matter what be the treatment to which the crate is subjected. Steamships often have hatches too small to admit the automobile and crate right side up, and hence they go down end on. They may even be stored for the voyage while in the same position. The accompanying drawing shows a method (which, however, has been patented), according to which the wheels of the car are supported clear from the floor by blocks placed under the hub-caps, and rest directly on the two main base pieces of the crate. The upper sides of the blocks are recessed in order to take the hub-caps, and are provided with heavy round straps by which they may be bolted over and thus make the car secure. Other methods not patented have been devised. In addition to this precaution, it is important that all the movable pieces of the car be packed separately or firmly in place, so there can be no danger of their coming loose. This comment applies to seat cushions especially, and to tools. All gasoline and oil must be drained from the tanks before packing, since the companies will not allow gasoline on board their vessels.

A LONG LOOK AHEAD

Reports from various large cities throughout the country indicate that new companies engaged in making motor-cars are springing up every week. Early in February *The Automobile* was able to compile a total list of known companies, the number being 211. Four weeks later it was able to add 23 firms to its list. An early estimate of the number of cars to be produced in 1910 was 280,000, but it is now believed that the number will run over 300,000. During the past three or four years, the product in this country has increased each year by about 50 per cent. Should this be maintained in the immediate future, there would be, in 1911, 450,000 cars produced; in 1912, 675,000, and in 1913, 1,012,000. While these figures, as the writer admits, "sound like the wildest extravagance," the subject "will repay further consideration":

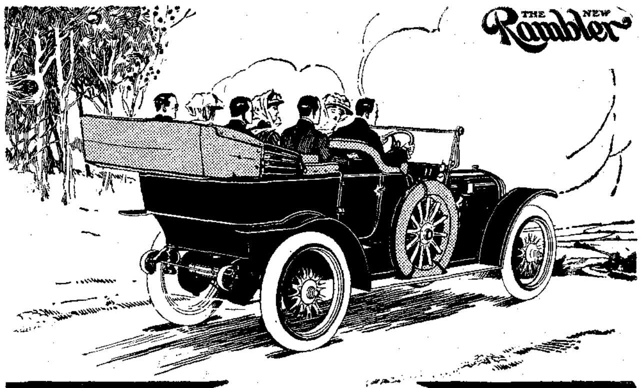
"It is a matter of common knowledge that there are in use in the United States at the present time more than 300,000 automobiles, and the demand still seems almost unlimited. When the additional 300,000 to be made this year are included, it will be seen that at the close of 1910 one person out of every 150 in the country will have an automobile, or one family out of every forty or fifty. Obviously the number of families capable of maintaining an automobile is comparatively limited, altho the average is brought up by some who are able to support two or more. One family out of twenty seems about the ultimate limit, even considering the utmost possibilities of the $500 car.

"The population of the country is increasing pretty rapidly, but not in a proportion to keep pace with the automobile product. Some time in the latter part of 1912, when, according to the schedule outlined above, there will be roughly a million and a half automobiles in use, the limiting ratio of one car to every seventy persons will be reached.

"At that time the $500 car will have reached its perfection. With the great increase in the number of cars manufactured, and the consequent reduction in overhead charges and cost of material, the cars selling at that price will probably be very nearly what we now pay from $750 to $1,000 for. Barring the possibility of radical changes in design, it should be possible at that price to put on the market a four-cylinder car of 20 or 25 horse-power, seating four or five persons, with a wheelbase of not less than 100 inches, and 32- or 34-inch tires; these cars to be made in series of not less than 50,000. When the million-and-a-half mark has been reached, this will imply the owning of a car on every farm of even moderate size, and by most of the salaried workers in the country.

"But private ownership and use, albeit largely for purposes commercial in their nature, is but the smaller part of the usefulness of the automobile. Some indication of the trend which the industry is now taking may be had from statistics of the 23 firms mentioned above as the latest comers in the field. Of these, 10 make pleasure cars, 11 make commercial cars, and two make both pleasure and commercial models. In the list previously published were enumerated 176 makers of pleasure cars, 22 who made both, and 24 who made commercial cars exclusively. The addition to the commercial ranks is nearly 50 per cent., that to the pleasure-car makers less than 6 per cent. Thus is indicated the turning of the tide.

"In all branches of commercial-vehicle



THE New Rambler Offset Crank-shaft enables you to throttle down on high gear no faster than a man usually walks. This means that in crowded traffic, much gear shifting is avoided. The straight-line drive takes the power direct from the engine to the rear axle without encountering the angle or corner, found in most other driving systems. Thirty-six inch wheels give high clearance and add to the appearance and riding qualities. The Spare Wheel eliminates tire worry because this wheel, with inflated tire, can so quickly and easily be substituted for the damaged tire. The efficiency of these features has been attained by the same painstaking methods which made Rambler quality possible.

Rambler Automobiles, $1,800 to $3,750

Thomas B. Jeffery & Company
Main Office and Factory, Kenosha, Wisconsin
Branches: Chicago, Milwaukee,
Boston, Cleveland, San Francisco

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—then decide. Get all facts and figures. Know all styles and prices. 6 to choose from—$1,000 (illustrated here) to $1,750. Speed, style, reliability and durability—all in each 1910.
Black-Crow only $1,000. Biggest car for price—or value. Don't buy till you write us. You'll admit we we offer greatest automobile values in America. Ask for Catalog A159—detailed description sent promptly.
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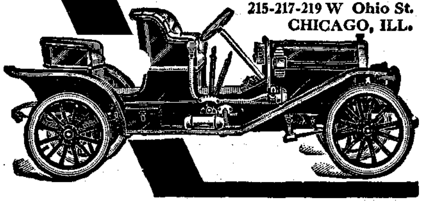

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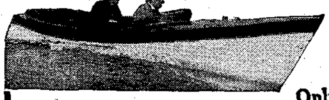
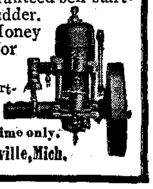
Just like a 30-Footer only smaller
Do not think of Buying a Launch or Engine until you see our Handsome Book
WHICH EXPLAINS FOUR WONDERFUL LAUNCH BARGAINS
Only $121 for this complete 16-ft. Launch—3 H. P., guaranteed self-starting Engine, weedless Wheel and Rudder. Result of 30 years' experience. Money back if not as represented. Write for free catalog to-day.
Special Bargains in Weco reversible, self-starting engines to those building or buying their own Hulls. Engine controlled by one lever.
Special proposition to agents for a limited time only.
C.T. Wright Engine Co., 1502 Canal St., Greenville, Mich.





Steel Furniture Revolution

WHEN we started last October to make everything in steel for the office, we anticipated a brisk demand, but we had no idea that Everlast, the New Steel Office Furniture, would meet with such popularity that we wouldn't be able to fill the orders. But the instant success of Everlast, the New Steel Office Furniture, is really not so astonishing when you analyze it, for steel is bound to displace wood in the office just as it is displacing wood everywhere.

No business that has used Everlast Steel Furniture would ever go back to wood. That would be a step backward—a step toward extravagance instead of a step toward economy.

EVERLAST

THE NEW STEEL VERTICAL LETTER FILE

A German manufacturer, knowing that steel is to displace wood in the office, sent his expert to study our methods. After doing so he said: "I was astonished to see what beautiful steel work you do in your splendid Everlast factory. Nothing to compare with it is done anywhere else in the world to my knowledge. I had no idea that steel office furniture could be made more beautiful than wood. You ought to write a book telling of the revolution you are working in the furnishing of offices."

If your dealer doesn't keep Everlast, the New Steel Office Furniture, don't buy "something just as good." Send us your dealer's name, and we'll see that he or some other dealer shows you the Everlast line.

¶Everlasting as steel because it is steel. ¶No depreciation to charge off. ¶Drawers slide silent and light. ¶Drawers can't swell and stick. ¶Has handy locking device. ¶Has ingenious folder compressor. ¶Roach, rat and vermin proof. ¶Saves money. ¶Why? Because made of steel.

Pull an EVERLAST drawer clear out; stand a 150-lb. man on the extreme end. His weight will not spring it a fraction of an inch.

Two Books on Steel Office Furniture

Just to keep up-to-date, a great manufacturer spends thousands of dollars per year. Sends his experts abroad, to conventions: maintains libraries, etc., etc. He fears "has-was-er-ness," worse than pestilence.

To keep as much up-to-date on office furniture as the said manufacturer is only a matter of doing something as soon as you finish reading this advertisement. That something is merely to get a post card and tell us to send you the EVERLAST book and the EVERLAST catalogue. Will you put it off and forget it? Or will you do it now while you have it in mind?

JAMESTOWN METAL FURNITURE CO.
Main Office, 304 Steel Avenue, Jamestown, N. Y.; New York Store, 405 Broadway

EVERYTHING FOR THE OFFICE IN STEEL

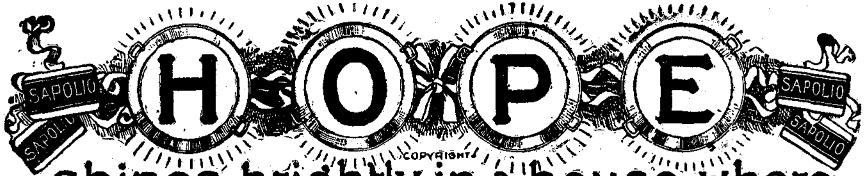
A CHEAP WATER POWER

Farmers and others who live in the country will be interested in our new catalogue, describing the wonderful **NIAGARA HYDRAULIC RAM** and showing how easy and cheap it is to have running water in house and barn. Write for catalog K

NIAGARA HYDRAULIC ENGINE CO.,
140 Nassau St., New York.
Factory; Chester, Pa.

Best grade cedar canoe for $20

We sell direct, saving you $20.00 on a canoe. All canoes cedar and copper fastened. Have you seen our new Mahogany Finished Canoe for 1910? We make all sizes and styles, also power canoes. Write for free catalog giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world.
Detroit Boat Co., 230 Bellevue Ave., **Detroit, Mich.**



shines brightly in a house where **SAPOLIO** abolishes dirt, but "Dirt and despair are close of kin"—Try it in your next house cleaning.

work the progress made so far has been only sufficient to give some view of the immense field ahead. From the lightest 500-pound delivery wagon to the 10-ton coal truck there is an immense range of possibilities. The comparatively few commercial vehicles in operation now have been sufficient to prove the economies of this method over the old-fashioned horse-drawn vehicles. During the four years which we have in prospect the greatest advances will be made in this line.

"In several classes the automobile has already made notable inroads into the province of the horse. Most of the large department stores in New York, Chicago, and other large cities have discarded their horse-drawn delivery wagons, and have adopted motor-vehicles instead. In brewery trucking motor-power is almost supreme, and in the conveyance of large quantities of groceries and miscellaneous merchandise it has become prominent. Most conspicuous of all is the taxicab, which in the space of three years has practically put horse cabs out of business in all the large cities.

"When all these spheres of activity are considered, the number of automobiles which it is possible for the people of the United States to buy and make use of seems to enlarge almost beyond limits. With every delivery wagon, truck, farm wagon, cab, and omnibus replaced by an automobile, it is easy to see the possibility of absorbing the two million or more cars of the estimated production by 1913.

"The benefits of the change will be far-reaching. The primary reason for the adoption of the automobile in all the cases cited is its economy over present methods, whether in money or what is just as important, time. With automobile service universal, the economy may even be extensive enough to make a reduction in the 'cost of living,' now such a prolific source of discussion. Altho the automobile has been the cause of many jokes on the mortgaging of homes, and is regarded in some quarters as a sign of reckless extravagance and profligacy, innumerable business men will vouch for its usefulness. Truer than ever before is the saying that transportation is civilization.

"In cities the use of automobile trucks and delivery wagons will solve the traffic problem. Altho traffic as a whole is able to move faster than its slowest members, it is nevertheless considerably impeded by them. Moreover, the adoption of the automobile means the saving of the space formerly occupied by the horses, in many cases amounting to half the total length of the vehicle. With each individual vehicle only taking up half the space that it formerly did, and moving at twice the speed, it is plain that there will be four times as much room. Increased speed, even in cities, is by no means necessarily dangerous to the public. With proper traffic regulation, the greater speed means ample time for crossing in each direction at street intersections, at the same time without causing undue congestion.

"The advantage to public health resulting from the disappearance of horses and their accompanying pests, the livery stables, will be inestimable. Street dust is a prolific breeding-place for germs of every kind; its noxious effects are recognized by physicians. The passing of the horse means no more dust, and a consequent saving to municipal street-cleaning departments. These advantages will be recognized more and more with time, and in 1913, with the speculative two millions of automobiles in operation, it will not be a cause of surprize if all large cities will have passed laws prohibiting the keeping or use of horess within their limits, save perhaps for driving or riding in certain specified parks and boulevards."

CURRENT POETRY

When we take up a volume of poems labeled "Man-Song" and read in the publisher's notice that the contents are "vital" and "virile," and find a cover resembling that of a physical-culture magazine, we open the book with some misgivings. But Mr. Neihardt's poems (Mitchell Kennerley, New York) are agreeably disappointing. Vulgarity and genius are not confused in "Man-Song" and there is little or no retching after the ineffable. The work is sane and manly and full of uncommon sense; the verse is, moreover, suggestive and thoughtful and serves as a rare good mental Martini. Several of these poems—in particular the one which we quote below—bring up again the old, admitted, oft-forgotten fact that art, to endure in its native country and to be respected and admired abroad, must be grounded in contemporary national life—a fact that has held true in poetry from Beowulf to Bangs. This applies equally to every field of art. At present there is an exhibition of American paintings at one of the salons in Berlin and the German connoisseurs are mixing the spice of criticism with their praise. The sheer technic of the pictures is remarkable, they say; but the landscapes might as well be German landscapes, and formal portraits are much the same the world over, and, barring portraits and landscapes, there are few exhibits in this group worthy of mention. These pictures, therefore, are simply a series of brilliant five-finger exercises and dazzling arpeggios. They do not catch and interpret America in any of her phases—Pittsburg with its forest of chimneys and pall of smoke, the skyscrapers of New York and that rare and beautiful sky-line, the elevated roads and the darkened slums, the vast steaming railroad-terminals—these visible evidences of a prodigious, nameless, native energy that thrills the foreigner—and threatens his future. If our poets and painters will work America into their paintings and into their poetry it will assure them of original subject matter, at the least, and will help their art to "carry over the footlights" and to be felt and appreciated to a greater extent abroad. We wish that we had the space to quote more fully and generously from Mr. Neihardt's book of poems, and so give a more adequate idea of the refreshing strength and originality of this young author.

O Lyric Master!

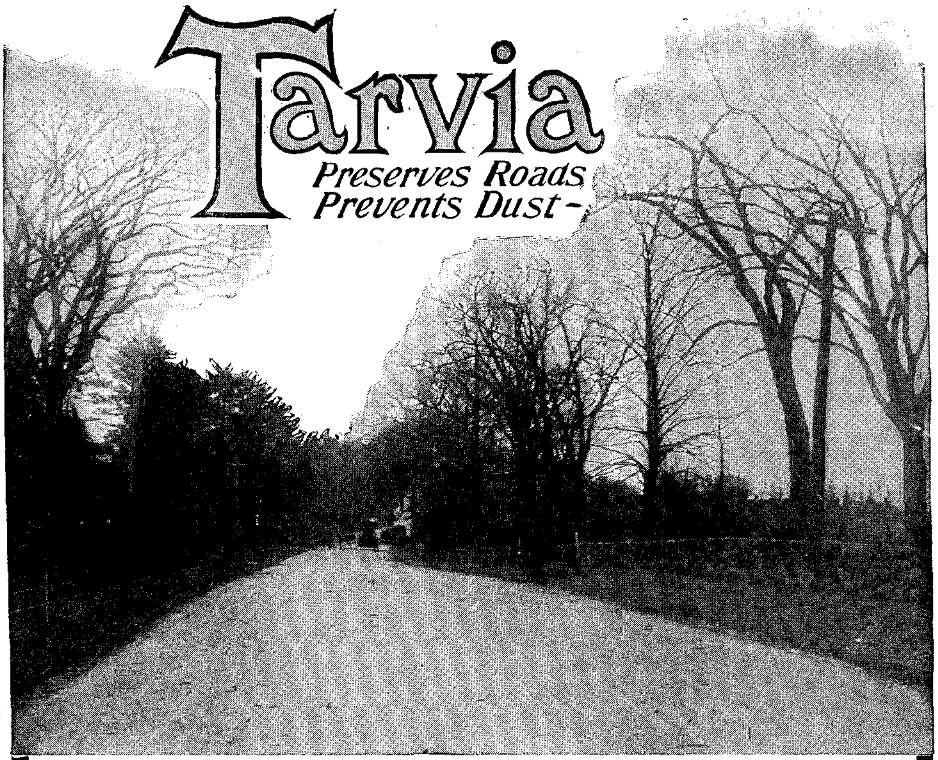
By John Neihardt

Out of the great wise silence, brooding and latent so long,
Burst on the world, O Master—sing us the big man-song!

Have we not piled up cities, gutted the iron hills,
Schooled with our dream the lightning and steam, giving them thoughts and wills?

Have we not laughed at Distance, belting the earth with rails?
Are we a herd of weaklings? Nay, we are masterful males!

We are the poets of matter! Latent in steel and stone,
Latent in engines and cities and ships, see how our songs have grown!



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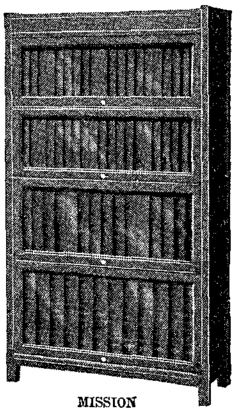
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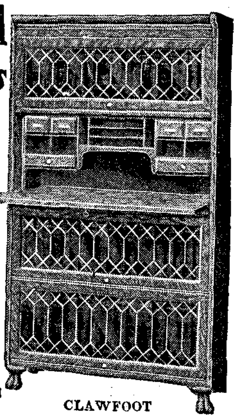
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Say, is it less than the twin-built Rome, less than the song-reared Troy?

Less than an Argive wrangle, warrior and wife in a fuss?
These you sang in the ancient time—Oh, what will you sing for us?

Breathless we halt in our labor; shout us a song to cheer;
Something that's swift as a saber, keen for the mark as a spear:

Full of the echoes of battle—souls crying up from the dust!
Hungry we cried to our singers—our singers have flung us a crust!

Choked with the smoke of the battle, staggering, weary with blows,
We cried for a goblet of music: they flung us the dew of a rose!

Gewgaw goblets they gave us, jeweled and polished and fine,
And filled with the tears of a weakling: Oh, God! for a gourd—and wine!

O big wise Lyric Master, you who have seen us build,
Molding the mud with our tears and blood into the thing we willed—

Soon shall your brooding be over, the dream shall be ripened, and then—
Thunderous out of the silence—hurl us the Song of Men!

A song with a swing to it, by Ethel Talbot, in *Lippincott's*:

Call of the Adventurer

By Ethel Talbot

Come, leave your lowland villages,
Your scanty plots and tillages,
Which summer-drought still pillages,
With the hills on either hand.

Come, let us forth together, lads,
Let slip the loosened tether, lads,
Fare forth, and face the weather, lads,
Our goal be no man's land.

Our sweethearts weep regretfully,
Approving us forgetfully,
The good ship plunges fretfully,
Our wine we drink to lees.

Come, lads, and cast your part with us,
Ah, leave the shouting mart with us,
Come, bear a joyous heart with us,
To sail the wandering seas.

Florence Wilkinson in *McClure's*:

The Lighted Lamp

By Florence Wilkinson

It was so great a light you held,
And yet you did not know.
I caught my breath for fear of it,—
You swung it to and fro.

If you had lost it, all the world
Could not have given it back.
You went unconscious as a rose,
With power that emperors lack.

A little laugh might blow it out;
The sacred oil might spill;

A step might shatter it, yet you looked
  With eyes as calm and still

As one who had no secret gold,
  No treasure under key,
Tho what was yours would be, if lost,
  Lost irredeemably.
And I, who read this in your face,
  Prayed God it might not be.

In the April *American*, Mr. Harry Kemp gives us a vivid picture-poem slightly marred by several stanzas of prose.

Insouciance in Storm

By Harry Kemp

Deep in the ore-boat's hold
  Where great-bulked boilers loom
And yawning mouths of fire
  Irradiate the gloom

I saw half-naked men
  Made thrall to flame and steam,
Whose bodies, dripping sweat,
  Shone with an oily gleam.

There, all the sullen night,
  While waves boomed overhead
And smote the lurching ship,
  The ravenous fires they fed;

They did not think it brave;
  They even dared to joke! . . .
I saw them light their pipes
  And puff calm rings of smoke! . . .

I saw a passer sprawl
  Over his load of coal—
At which a Fireman laughed
  Until it shook his soul:

All this in a hollow shell
  Whose half-submerged form
On Lake Superior tossed
  'Mid rushing hills of storm!

This lyric by Percy MacKaye (Poems, The Macmillan Co.) is full of health and vigor, and the lines move with an out-door freedom and grace.

"My Love Was Freshly Come from Sea"

By Percy MacKaye

My love was freshly come from sea
The morning she first greeted me:
The salt mist's tang, the sunny blow
Had tinged her cheeks a ripening glow.

She bowed to me with all the ease
Of meadow-grasses in the breeze,
And yet her looks seemed far away
Amid the splendors of the spray.

Her step was vigorous and free
As maiden's in the Odyssey;
And when she laughed, I heard the tunes
Of rushes in the windy dunes.

An air so limitless, an eye
So virgin in its royalty—
Hers was a spirit and a form
That took my inland heart by storm.

I felt an impulse, an unrest,
And secret tides within my breast
Flowed up, with silent, glad control,
And drew the rivers of my soul.

Richard Wightman's poem, "Review," reprinted in The Literary Digest of March 26, was incorrectly credited to *Harper's Magazine;* it was taken from *Hampton's Magazine*, to which credit should have been given.

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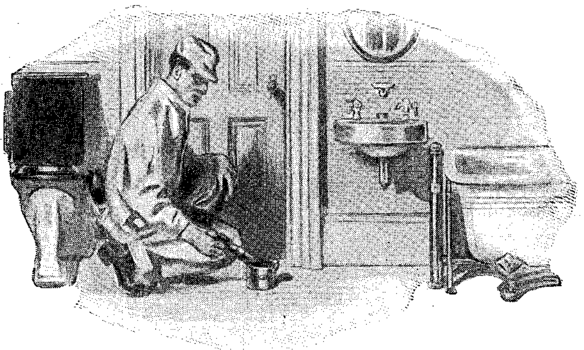

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PERSONAL GLIMPSES

WHEN KEAN KILLED HIS POPULARITY

WHEN Edmund Kean's wos "failed to attain a heroic stature he set them on stilts." With these words a writer in *The Theater Magazine* (New York) prefaces his account of the unpleasant experiences of the great tragedian in Boston, troubles for which he seems to have had no one to blame but himself. Having met with great success in a previous Boston engagement on his first American tour, Kean returned to that city for a short, supplementary engagement, and on May 23, 1821, "arrived at the theater prepared to give a representation of 'King Lear.'"

Kean's condition on that eventful night has been the subject of considerable controversy. It was said by antagonistic contemporaries, and openly stated in one or two Boston papers, that he had been drinking. The actor himself admitted that he may have had a glass or two of wine, and he "couldn't stand wine," but later in England he positively denied that he had taken any, and the testimony of Manager Dickson, of the Boston Theater, runs the same way.

Unhappily, just before the play opened, Kean looked out through a slit in the curtain over the house, and seeing but twenty persons gathered, immediately experienced a paroxysm of passion and declared that he "wouldn't act to bare walls." The manager tried to pacify him, arguing that many of the best and most intellectual of the Boston playgoers had deserted the city for their nearby country homes, and their journey from thence had made them late. They would come, he felt certain. But Kean was not to be induced to go on, and in a fit of pique he ran into the house of a friend, George Clarke, near by, and there spent the evening, this time admittedly "taking wine."

Meanwhile the theater filled up. Messengers were sent for Kean, but he refused to return, and the manager was forced to go in front of the curtain and offer what lame explanation he could. The house received it badly. There were shouts of "insulting dog!" and lower expressions, but Kean did not hear them, and probably he gave little thought to the incident.

Next day the papers announced "One Cent Reward," on the return of a "stage player calling himself Kean, easily recognized by his misshapen trunk and cockney manners." His face was described as white as "his own froth," and all persons were cautioned against harboring the "aforesaid vagrant."

The New York newspapers resented the insult he had offered Boston, and altho the people were quiet enough in the theater during his farewell appearance before he sailed for England, Kean sorely missed their former enthusiasm.

The resentment of the American public was still smoldering, and when after some years of unhappiness, dissipation, and worse, in his own country, he came to America to make his home here, Kean found "that he had ignorantly invaded a hostile country." The newspapers "warned him that any attempt to play before our 'fellow citizens' would teach the actor a sharp lesson for the insult he had given his Boston audience a year or so before." He refused to be counseled, however, and on his first appearance, in November, 1825, was hooted from the stage. He then made an abject appeal to the American public in the columns of *The National Advertiser*, and in the following notice which he issued in New York in the form of handbills:

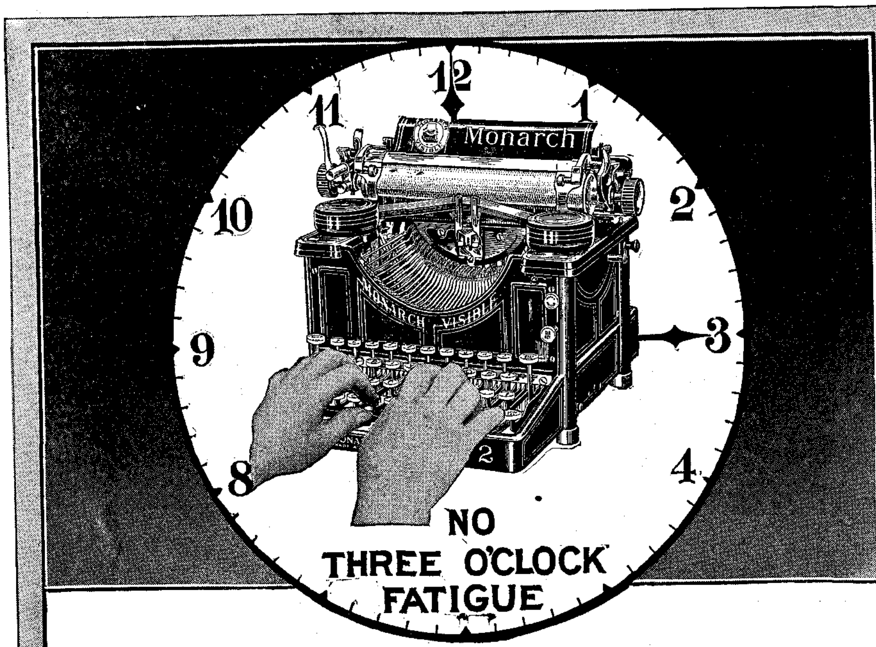
> To the Publick
>
> With oppressed feelings, heart rending to my Friends, and triumphant to my Enemies, I make an appeal to that Country, famed for Hospitality to the Stranger, and Mercy to the Conquered. Allow me to say, whatever are my offences, I disclaim all intention of offering any thing in shape of disrespect towards the Inhabitants of NEW YORK. They received me from the first with an enthusiasm grateful in *those* Hours to my Pride, in the *present* to my Memory. I cannot recall to my mind any act or thought that did not prompt me to an unfeigned acknowledgement of their Favours as a Public, and profound admiration of the private worth of those Circles in which I had the Honour of moving.
>
> That I have committed an Error appears too evident from all decisive voice of the Public, but surely it is but Justice to the Delinquent (whatever may be his Enormities), to be allowed to make reparation where the offences were committed. My misunderstanding took place at BOSTON; to Boston I shall assuredly go to apologize for my Indiscretions.
>
> I visit this country now under different feelings and auspices than on a former occasion; then I was the ambitious Man, and the proud Representative of Shakespeare's Heroes. The spark of ambition is extinct, and I now merely ask a shelter, in which to close my professional and mortal career. I give the WEAPON into the hands of my Enemies, if they are brave, they will not turn it against the defenceless.
>
> Edmund Kean.
>
> Washington Hall, Nov. 16, 1825.

The writer goes on to tell of Kean's return to Boston in the following December:

'When he appeared on the stage there, four nights before Christmas, a wild howl as from a pack of hungry wolves went up from every part of the packed house, showers of cabbages, oranges, and brass buttons reached him; dirty water was squirted on him from syringes, and bottles of offensive drugs were broken on the stage. Kean fled to the refuge of a friend's house nearby, and the manager told the audience that if, on his previous visit, Mr. Kean had offended them, he was sorry from the bottom of his soul.

"Oh, damn his soul!" screamed the audience, who rushed on the stage and into the dressing-rooms seeking Kean, for what purpose they themselves probably did not know. Mayor Quincy was called to quell the riot, and in the mean time, without pausing to wash off the make-up of *Othello*, which he was to have played that awful night, Kean fled to New York. There, next day, he read in *The National Advocate* of his disgrace, coupled to such epithets as "coward," "double-faced beggar." It seemed that America, like England, had disowned him.

Poor, broken, dispirited, Kean yet per-



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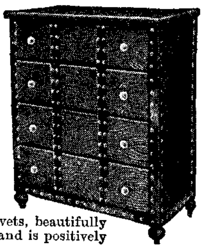

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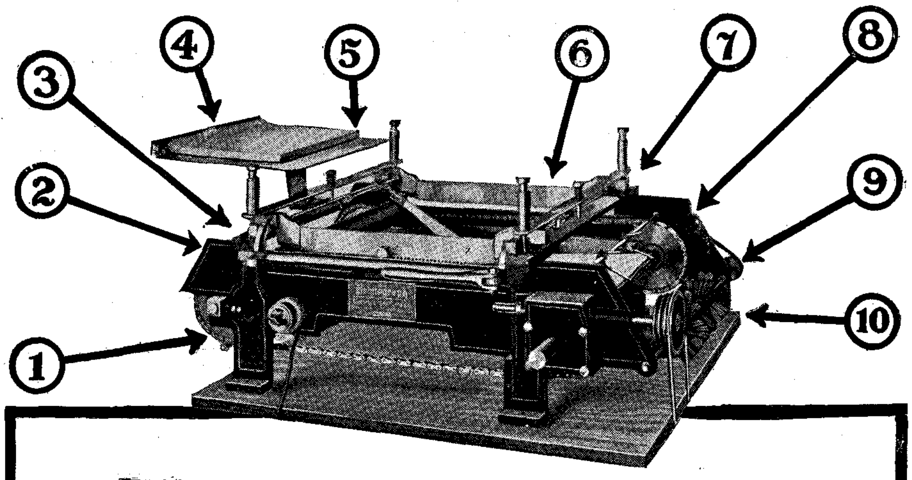

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sisted. He sailed to Charleston, where he met with a kinder reception. In Philadelphia, his great talent conquered opposition, and finally the actor was given a respectful hearing. Kean made his last appearance on December 5, 1826, as *Richard III.*, at the Park Theater in New York. He died in England, May 15, 1833.

CHARLES SPRAGUE SMITH, CIVILIZER

This caption of an editorial in a New York daily seems to sum up the general opinion of the life and work of the late founder and president of the People's Institute of New York. He was the directing genius of a movement which, in the "welter of tongues and melting of the races" of the metropolis, afforded a temple for undenominational religion, a place for the free discussion of public problems, an opportunity for seeing clean theatrical performances, and hearing good music. Moreover, as *The World* notes, it has grown into a center of after-hours education, with numerous clubs and miscellaneous helpful activities. *The Evening Mail* asks, "Who will carry on the work of the dead leader?" This question is yet to be answered, tho Jacob A. Riis, writing of the Institute in the current *Century Magazine* is confident that the work will go on after the great leader has passed. *The American* believes that not only the city of New York, but also the country at large, has suffered a bereavement in the death of Mr. Smith. *The American* continues:

> Charles Sprague Smith spent his life as a civilizer.
>
> He was a great conciliator.
>
> He used all the resources of an exceptionally liberal culture in obliterating the lines of misunderstanding between opposing interests and classes.
>
> He achieved a great success as an interpreter of contrasting points of view, because his passion for making men intelligible to one another was uncompromising. It asked no sacrifices of sincerity.
>
> He had a great faith.
>
> He was convinced that there is a moral order in the world and that at bottom there really are no divisions of interest. He brought men together by making them share this faith.
>
> He believed in a self-vindicating power of righteousness and that happiness consists in allying oneself with this sovereign authority.
>
> Consequently he threw himself into political movements—as that for municipal ownership in 1905 and the Civic Alliance campaign of 1909—with an enthusiasm and abandon such as are rarely to be found in men of his deliberate and modulated temper.
>
> The People's Institute is his characteristic creation. It is to be hoped that it will continue as his enduring monument.
>
> Into the welter of tongues and the melting-pot of races this cosmopolitan democrat cast the gage of a great goodness and an accomplished talent.
>
> His whole career as a scholar and traveler had prepared his mind for the rôle that was in his heart to play.
>
> He summoned the teaching of ten universities to the task of interpreting New

Yorkers to one another and to the soul of the city.

His professorship of modern languages and literatures, his participation in the peculiar spirit and genius of many peoples, could not content itself with academic seclusion and cloistered ease.

He brought to the People's Institute the culture of Amherst and Columbia and of the Universities of Berlin, Paris, Rome, Madrid, Copenhagen, and Oxford.

From Athens to Iceland he had compassed Europe in his student's gown—that he might understand the idioms of all the races that have flowed into the Western cosmopolis.

The People's Institute will fulfil the purpose of Charles Sprague Smith if it can be made a perpetual witness to the unity of the common life in this city—if it can stand as a continuing protest against those acrimonious divisions of race and class, of sect and party, that threaten us with the curse of Babel.

The Evening Post remarks that Mr. Smith succeeded in giving to his People's Institute "almost dramatic individuality." Of the Sunday-evening meetings of the institute in Cooper Union, this paper says:

> These meetings, addrest by the most prominent men in America, and followed by a general discussion in which the "heckler" played his amusing and useful part, were a revival of a custom we, in the large cities, have allowed to fall into disuse—the custom of assembling in public for the purpose of discussing questions of the day or for the purpose of administering praise or censure in connection with public events. A forum before which Mr. Taft explained his policies and Mr. Jerome sought to justify his official conduct could not but play an important part in the life of the community.

THE COMPOSER OF "SALOME" AND "ELEKTRA"

WHETHER or not Richard Strauss is "the most discust musician in the world," as "An Admirer" calls him in the London *Daily Mail*, he is at any rate the composer of an opera which has aroused universal controversy. The writer quoted believes that most people have probably formed a wrong conception of Mr. Strauss as a man. He goes on to say:

> Whether they dubbed him "king of sound" or "music's iconoclast," it is probable that they pictured to themselves some ruthless and muscular giant, with the furrowed brow and the bushy mane of Beethoven, the eagle eyes of Berlioz, the sardonic smile of Wagner, and the uncanniness of Paganini. Popular, instinctive conceptions of personalities are generally erroneous. . . . . . .
>
> Dr. Strauss is tall, but of slight build. He has a dome-shaped head, with short, curly blond hair. His high and protruding brow is white and smooth, his face benign, pale, sensitive. There is boyishness and kindness in the lips, shaded by a thin, fair mustache. The blue eyes are thoughtful. Altogether the master gives one the impression of a poet, unostentatious, tranquil, modest.
>
> Those who have had the privilege of coming in contact with him in his home at Charlottenburg, near Berlin, have been

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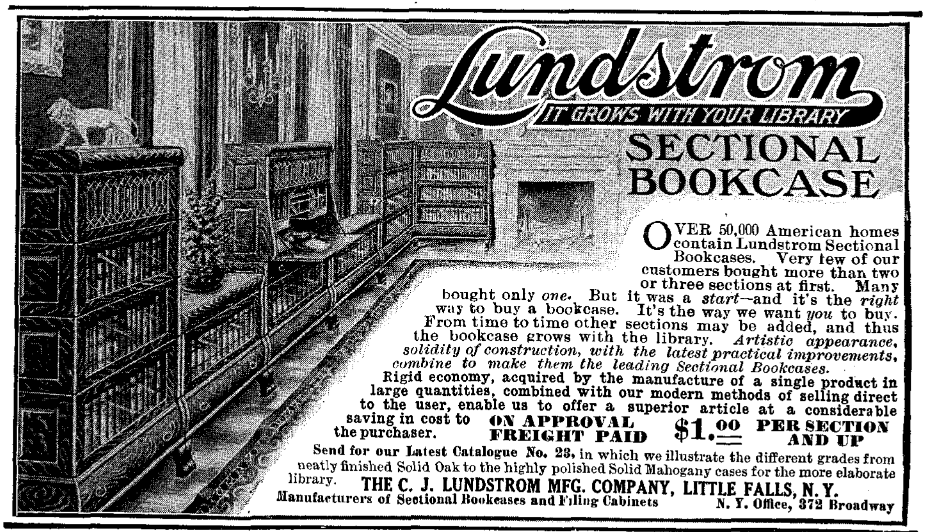
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struck by the clockwork regularity of his habits, his dislike of all that is "Bohemian," and his shrewd business spirit. In Berlin Dr. Strauss arrives with equal punctuality at the Opera-House, where he is one of the conductors, as at the Kaiserhof Café, where he daily indulges in a chat with friends, a glass of beer, and a game of skat. That he is not lacking in humor, however, his friends know well, and they often quote, as a typical example, the foot-note satirical of existing conventions in composition appended to his famous song "Wenn," which runs:

"Should some one think of singing this song while the nineteenth century is still in existence, the composer begs to advise him—or her—to transpose it from this point a half-tone lower, so that the composition may thus end in the key in which it began!"

Dr. Strauss is very human. He has simple tastes and regular habits; he is devoted to his wife and to his son Franz; he is an enthusiastic pedestrian and cyclist, he believes in the simple life, and a few years ago one could find him every afternoon during the summer months smoking and playing cards—in a most ungeniuslike manner—with country people in the meeting-room of a small village in the Bavarian Alps, not far from his little villa. . . . . . .

Born in 1864, the son of a prominent horn-player and of a mother who belonged to the Pschorr family, of Munich-beer fame, he played remarkably well at the age of four, composed at six, conducted an orchestra at sixteen, wrote a serenade for thirteen wind instruments, which Hans von Buelow gave everywhere, and at twenty-one succeeded this famous musician at the head of the Meiningen orchestra. In 1892 he traveled through Egypt, Greece, and Sicily; two years later he married Fräulein Pauline de Ahna, who had been singing the heroine's part in his "Wagnerian" opera "Guntram," and who has since made a great name as an interpreter of her husband's songs. Several of these songs, it may here be stated, are masterpieces, as all those who have heard "Wenn," "Rest thee, my soul," the "Song of the Stone-breaker," and, above all, "Morgen," will no doubt agree.

CLEARING AN INDIAN PIPE-LINE

"But I came up for duck, you old ruffian, not to work."

It was work, however, that the visitor was in for. His friend Kirkpaddy was in charge of an oil-refinery in India and the pipe-line was "frozen." There was no other white man within fifteen miles, and Kirkpaddy himself had not "got hold of the bat of the country properly yet." So, says Wallace McMullen, writing in the London *Daily News*, there was nothing to do but to stay and help out. He goes on:

We landed from the old whale-boat (sent to the tropics for its sins) a quarter of a mile below the jetty; Kirkpaddy, being burra-sahib, steered, and he had not learned the tricks of the river yet. We were in a hurry, so we walked the quarter-mile, Kirkpaddy getting a leech in his boot as we crossed the creek. The leech drew blood and language. Kirkpaddy sat down to express himself and remove the leech.

Perhaps it was Kirkpaddy's language that annoyed the ants. Solomon would surely never have sent even a sluggard to an insect that tolerated bad language. Anyhow, the ants did not tolerate Kirkpaddy, and he danced a frantic and speechless hornpipe with one boot in his hand.

My joy could not be concealed, and Kirkpaddy became coldly dignified; as coldly dignified as he could, that is, with perspiration trickling down his nose. We reached the jetty and the waiting ponies in silence, apologetic on my part, stiffly polite on his.

Country-bred ponies they were, with mouths of brass and necks of iron, but nimble and sure-footed as cats. Mine would have made the fortune of a circus proprietor at home. He tucked his nose away between his knees somewhere and whirled round on his fore legs, his hind feet not touching the ground for five minutes at a stretch.

I got off in a dried cactus-bush. Kirkpaddy said nothing, but he became quite amiable.

Then we went to look at the pipe-line. What a country for a pipe-line! Saw-tooth ridges three hundred yards apart, deep chongs between them, at the bottom of each, in the rains, a furious torrent. Now they were dry all but one. Down this a small stream trickled, and where it joined the river a little village perched jauntily. A ridiculous little village, with mat-built houses, roofed with palm-leaves. A cheery, impudent little village and clean withal, not very prosperous, perhaps, and certainly not too energetic, but much could be forgiven for the sake of its laughing face.

And above the village over the saw-tooth country went the pipe-line. Clawing up the ridges, swung across the torrent-beds, gripping and subduing that wild stretch of laterite and sand. In the glaring sun there is nothing of the serpent about it. It stands for strength, determination, and straightforward, unswerving purpose, rather than for subtlety.

The pipe-line was filled with astatki, "frozen" by the cold snap. In three days, if we did not clear it, Kirkpaddy must shut down his refinery, the flats on the river must lie idle waiting for their cargoes; on the oil-fields the production must be stopt, and—the wrath of all would fall on Kirkpaddy's head.

We *had* to clear the pipe-line.

We cut the pipe in the bottom of each chong, and along the pipe we piled sawdust soaked in naphtha; then a match applied to one end, and the flames licked along that section.

When the pipe was hot the pumps away back at the works were started, and slowly and reluctantly the pipe gave out from its broken end long, curling snakes of sticky, half-solidified astatki.

We left a gang at work on the line that night. My last recollection as I turned in to sleep the sleep of the just was Kirkpaddy's boy pulling off Kirkpaddy's socks while Kirkpaddy shouted his last instructions to the head man on the pipe-line. Drowsily I heard the order dying away in the distance, passed from mouth to mouth along the line of telephone men.

Four A.M., and there was trouble on the pipe-line. Kirkpaddy shook me out of bed, and we rode out together.

The night gang had come to an old burying-ground, and refused to go further in the darkness.

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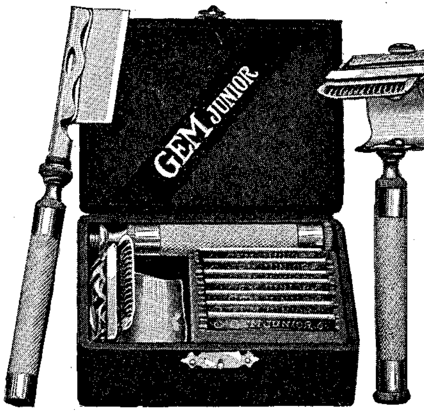

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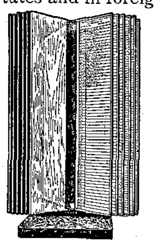
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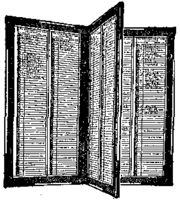
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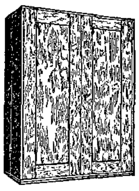
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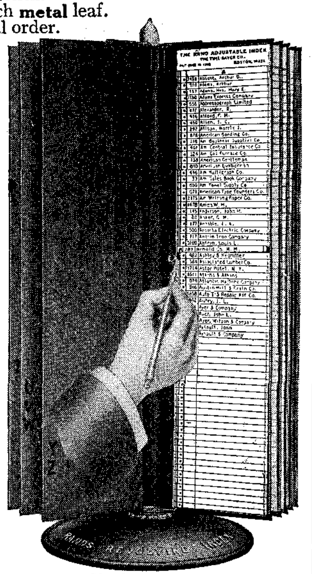
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If the Thakins would stay and protect them against the gnats of that place, then they would work, but if not—they were but men, and the gnats were very evil. So we stayed, and work went but slowly. We were as Royalty that night, never to be left alone. A dozen men went with Kirkpaddy to fetch a hammer, fifteen followed me to strike a match. Later on that day the pump broke down, and we spent a scalding, blistering four hours coaxing her to go. It was four hours of blissful ease for the pipe-line gang, but it meant doing eight hours' work all over again.

That night there was a breeze which blew the flames away, and cooled the pipe. We made but little progress. We slept in the cheery village, on the floor, and without mosquito nets, and we got up in the dark too dejected to curse even the country.

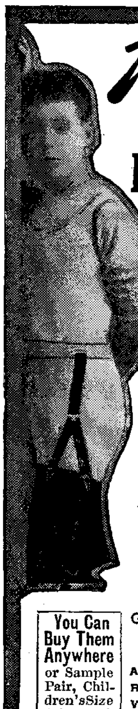
Coffee and a cheroot, sunrise and the gang working well, and the world was a good place to live in, even tho you did sit sideways in your saddle with soreness (the rocks of that country are of a hardness not to be believed).

We made great progress, but it was dark when we were ready to fire the last length of line. We were short of naphtha, but the men were dead beat, and the naphtha-tank lay three-quarters of a mile away over that saw-tooth country. We fired the pipe, and trusted to luck. Slowly the astatki squirmed from the end of the pipe, then faster and faster; then it slowed again, the fire was dying down, and half the length of pipe rang solid. "More naphtha, quick!" I grabbed a couple of cans, and thrust them into the hands of a half-naked oil-smudged man. He dropt them wearily. I looked at the gang, dead beat and apathetic; they must be roused. Again I thrust the cans upon the man, again he dropt them, and a second later was rolling down the hill, his head singing from the blow. Kirkpaddy rushed upon them, brandishing a pole and yelling. Panic seized them, they fought for the tins, and followed me at a rush up the side of the saw-tooth in the uncertain light of the dying fire; down the other side in inky blackness, stumbling and cursing, cans clattering against the rocks, roused into fresh exertions by excitement. Could I keep them up to concert pitch while the cans were being filled? To let them stop and think would be fatal. There was a tool-shed near the naphtha-tank. I set half the gang to wreck it while the others filled the tins. They were frenzied when we started to climb back up the steep side of that saw-tooth. Not half of those tins reached the top, where Kirkpaddy waited with his gang.

I lay on the top of the ridge, with my heart pumping like a fire-engine, and watched the weird scene below.

A red, smoldering line in the inky darkness, crashing of tins, and shouts of unseen men; then suddenly a flame leaps with a roar from the smoldering line, and in the light a black, half-naked devil springs back to safety, his face shielded with his arm. Soon the pipe is a roaring flame from end to end; it writhes and groans in agony, and more black devils dash in to fling fresh fuel on, and stir the embers up to increase its torture.

Away at the far end is Kirkpaddy, with a cheroot in his mouth, a white figure, guiding with a pole the writhing worms of astatki



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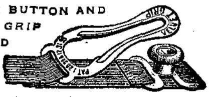

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as they twist and wriggle from the end of the pipe.

His hand goes up to his mouth, the cheroot is removed, and a mighty shout goes up the hill. The telephone men on the ridges take it up, and it dies away in the distance. It is an order to stop the pumps. The line is clear.

THE INVENTOR OF THE POCKET WIRELESS

ALTHO Monsignor Luigi Cerebotani, the inventor, according to cable dispatches, of a pocket wireless telegraph apparatus, is a Catholic prelate of high rank, and attaché of the Papal nuncio at Munich, he is "better known in Germany as Dr. Cerebotani, meaning doctor of physics," writes Felice Ferrero in the New York *Evening Post*. His activities, we are told, "find their free field in the practical application of scientific principles," rather than in the Church's diplomatic service to which he is attached. To quote further:

> Monsignor Cerebotani is now an old man, short and stockily built. His large head is haloed by strong, wiry, white hair, which stands on end as if it were just so many long-drawn electric sparks. His eyes are alert and keen, tho beginning to show the signs of advanced age in the droop of the lids; and his face, which, according to all canonical rules, should be clean-shaven, is quite often allowed to sprout a snowy vegetation on cheek and chin—a sign that the wearer is either too scientific or too old to bother much with exterior finish. Yet one would hardly say that Monsignor Cerebotani is an old man, if, ignoring these physical signs, one regards only his behavior and leaves free play to the carrying enthusiasm of which he seems to possess an ever-springing source.
>
> We remember him as he appeared at the Ausstellung für Kleine Erfindungen in Berlin in 1907. He was showing to a circle of friends the workings of an apparatus for the telegraphic transmission of drawings. The apparatus was a wonderful thing, but we are sure that many of the spectators considered Monsignore a sight more wonderful than the apparatus, and gave him the attention he was striving to secure for his invention. The circle of friends was international, and divided itself into two groups, one around the transmitting, and the other around the receiving end of the apparatus, at the extremities of a long gallery. Monsignore could be seen all the time, running from one group to the other, with coat-tails flying, warmly addressing either group with equal facility in Italian, French, and German, shouting to the operator at the other end of the gallery, setting screws and levers aright, instructing anybody who wanted to try his hand at making pictures and transmitting them, laughing heartily when the receiver outlined a caricature of himself, and enjoying any compliment sent over the wire with the same fresh glee that a child receives a piece of candy. . . . . . .
>
> A mind like Cerebotani's, so quick and curious, and easily roused by new things, could not possibly let wireless telegraphy grow very old without turning attention to it and teasing it to his purposes. If he has

(*Continued on page* 737)

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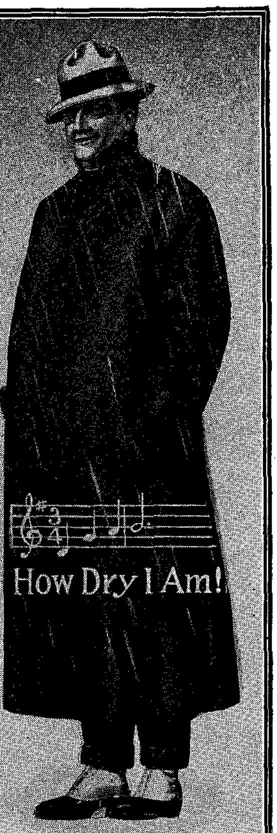

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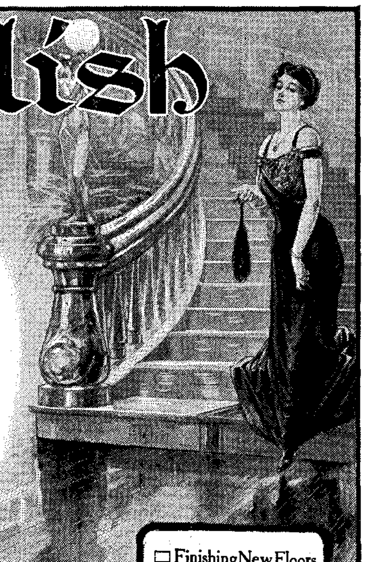

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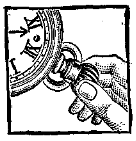

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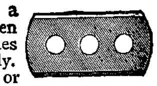

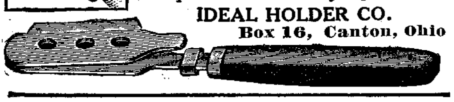

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(*Continued from page* 735.)

really invented the pocket apparatus, it is but the latest attack in his long, persistent campaign for the control of the most elusive shape that electricity knows. Cerebotani had already applied to wireless all his system of ordinary telegraphy, inventing even an apparatus for the wireless transmission of writing and drawings.

But this is not enough for him. Monsignor Cerebotani's is essentially a Latin mind—much of the same type that the Renaissance knew among its great geniuses; that is, a mind that can turn to many departments of human knowledge, and get of each as thorough a grasp as any modern specialist might envy. Telephony has had its share in the activities of Cerebotani, who has invented a method—said to be very successful—to eliminate that gracious (and possibly unintentional) nuisance, "Central." He has meddled in the affairs of meteorology by designing an instrument the function of which is to register and transmit automatically by telegraph any indication given by any meteorological instrument (thermometer, barometer, hydrometer, anemometer, pluviometer, etc.).

Led, no doubt, by his propensity for clever juggling with mathematics, he has endowed surveying with an instrument that he calls the teletopometer, which any surveyor, we are confident, will some day consider the dearest companion of his toil. A teletopometer, a thing less fearsome than its name, is a sort of telescope, which by a single observation, and the use of a table of figures, especially prepared, gives the exact distance from the eye of the observer, of any point of any object in sight.

Should this be considered not a sufficiently notable record, we may add that Cerebotani has tried his pen at philology, with several volumes behind it, on the spirit and the esthetics of classical Italian; his own Italian (when not replaced by weighty German) is of the purest *quattro cento*—also weighty, in strange contrast to the scientific agility of its content.

The question naturally arises why should a man with so fertilely inventive a mind, a man that could rank with Edison in creative possibilities, a man whose inventions apparently answer so many clamoring needs—why should such a man be so little known? Why should his inventions be, for the most part, put aside to lie dormant, in single models, in his private laboratory; some even merely sketched in almost inaccessible articles of forgotten reviews? . . .

But Cerebotani is a man of thoroughly unpractical nature, following strangely contradictory impulses. Judging from his work, no one would suspect in him the presence of anything but a cool, positive, scientific spirit; yet his scholastic training has left as strong a mark upon him as have his scientific endeavors, and this twentieth-century innovator quotes St. Thomas Aquinas in a work on wireless telegraphy, and writes an essay in defense of metaphysics, "which alone can lead us into the ontological regions of the essence of things." . . . . . .

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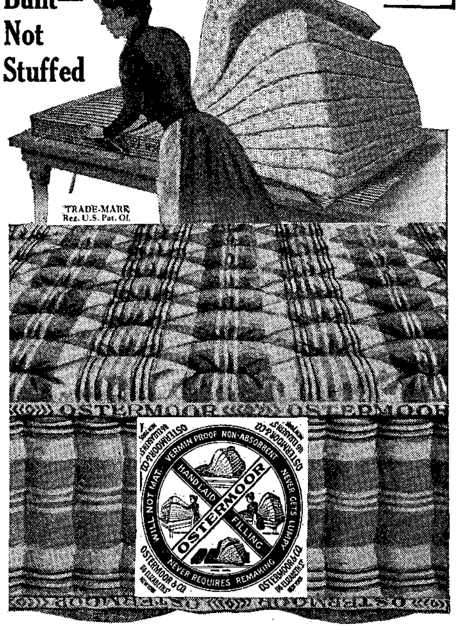
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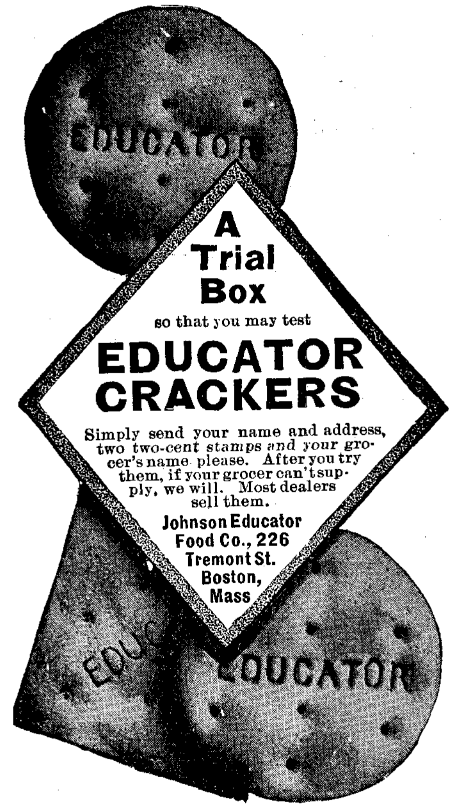

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be interested find it unprofitable to market the *Monsignore*.

Further, Cerebotani meets with strong opposition from what might be termed the official spheres of science, those that revolve around the world of universities and kindred institutions, a world of jealous exclusiveness and critical diffidence. Cerebotani is an outsider, a scientific free lance, a captain of venture; but he is so mighty that official science may yet some day acknowledge his prowess.

WASHINGTON'S SENSE OF HUMOR

IN a recent speech President Taft remarked that he had never seen any evidences that George Washington had a sense of humor. *Harper's Weekly* commends to the attention of the President, and incidentally of the many having the same impression, the following "illuminating document" now in the possession of Mr. Julian E. Ingle, Jr., of New York, a great-great-great nephew of George and Martha Washington:

> MOUNT VERNON, 28th August, 1762
>
> DEAR SIR:—I was favoured with your Epistle wrote on a certain 25th of July, when you ought to have been at Church, praying as becomes every good Christian Man who has as much to answer for as you have—strange it is that you will be so blind to truth that the enlightning sounds of the Gospel cannot reach your Ear, nor no Examples awaken you to a sense of Goodness—could you but behold with what religious zeal I hye me to Church on every Lord's day, it would do your heart good, and fill it, I hope, with equal fervency—but hark'ee—I am told you have lately introduced into your Family, a certain production which you are lost in admiration of, and spend so much time in contemplating the just proportions of its parts, the ease, and conveniences with which it abounds, that it is thought you will have little time to animadvert upon the prospect of your Crops, &c., pray how will this be reconciled to that anxious care and vigilance, which is so escencially necessary at a time when our growing Property—meaning the Tobacco—is assailed by every villainous worm that has had an existence since the days of Noah (how unkind it was of Noah, now I have mentioned his name, to suffer such a brood of Vermin to get a birth in the Ark) but perhaps you may be as well of as we are—that is, have no Tobacco for them to eat, and there I think we nicked the Dogs, as I think to do you if you expect any more—but not without a full assurance of being with a very sincere regard,
>
> D Sir, Yr Mo Affect. & Obed.,
>
> Go. WASHINGTON.
>
> P.S. don't forget to make my compls. to Mrs. Bassett, Miss Dudy, and the little ones, for Miss Dudy cannot be classed with small People without offering her great injustice. I shall see you, I expect, about the first of November.
>
> To Coln Bassett, at Eltham.

Harper's Weekly adds this explanation:

The "new production" mentioned in the letter was a son and heir over whose birth Colonel Bassett was rejoicing. "Miss Dudy" was Miss Judy Diggs, the daughter of a neighboring farmer. Miss Judy's physical prowess was famous, and on one occasion, which Washington doubtless remembered, she had beaten a valiant youth of the community in a wrestling bout.

The letter, of course, was written some years before the writer had fit into the Revolution and got sobered down, but it is not likely that playfulness was ever wholly eliminated from his nature.

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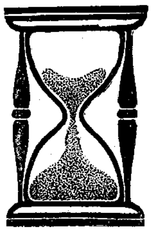

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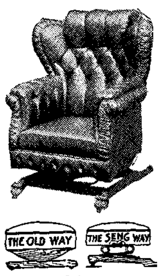

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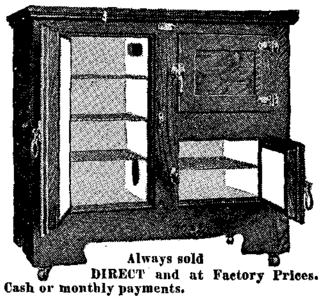

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Till he had studied fully how an auto ought
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But Otto didn't do it, so he had himself to
thank
That when Otto cranked the auto, why
young Otto was the crank.

For Otto left the auto with the lever pushed
to "go,"
When he ought to have reversed it, with the
power shut off, you know;
So when Otto cranked the auto the auto
gave a jump,
And landed Otto sprawling, with an automatic thump.

But Otto grabbed the auto as the auto
autoed by,
Then Otto and the auto adown the street
did fly;
And at a speed that auto the luckless Otto
whirled
Like an automobile autocrat who thinks he
owns the world;

While the auto-hating public stood and
watched that auto rash
Till it ran against a lamp-post with a most
terrific crash!
Then they sadly laid poor Otto, who had
lost his auto zest,
Where the autos cease from troubling and
the Ottos are at rest.

L'Envoi:

Now in this auto story, with its sad and
fatal turn,
There is a moral hidden which we surely
ought to learn:
No Otto ought to auto till he knows the auto
rules,
For an automatic auto is no toy for auto
fools.

—*Boston Globe.*

Proof of Skill.—In his early days Sir Walter Gilbey used to devote some portion of every year to mountain-climbing. While in Switzerland once he had a somewhat weird experience. He was about to make an ascent when he thought that he might as well make some inquiries about the guide who was to accompany him.

"Is he a thoroughly skilful climber?" he asked his hotel-keeper.

"I should say so," was the reply. "He has lost two parties of tourists down the mountain-side, and each time has come off without so much as a scratch on himself."—*M. A. P.*

A Hurry Call.—Old George Kettle rushed into the Trotwood telegraph office the other day with a small package wrapped in a newspaper under his arm.

"Telegraph this to my wife down to Dayton, Harvey," he said to the telegraph clerk, thrusting the package through the little window.

"No, no, George, we can't do anything like that," laughed the clerk.

"Drat ye," said George angrily, "ye got to do it. It's my wife's teeth"—*Kansas City Journal.*

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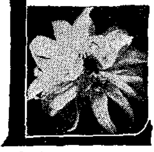

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The Literary Digest

A Good Catch.—The old physician is an enthusiastic angler in every sense of the term. While on his way home from a fishing-trip he received an emergency call. The proud, newly made father was impatient to have the child weighed, but couldn't find the steelyards; so the physician had to use the pocket scales with which he weighed his fish.

"Great Scott, Doctor!" exclaimed the father as he saw the pointer go up. "Thirty-seven and a half pounds!"—*Everybody's.*

Widely Read.—"Are your poems widely read?"

"Well, the last one I wrote was read by over fifty editors."—*Lippincott's.*

Wendell Phillips' Retort.—Wendell Phillips, according to the recent biography by Dr. Lorenzo Sears, was, on one occasion, lecturing in Ohio, and while on a railroad journey, going to keep one of his appointments, he met in the car a crowd of clergy, returning from some sort of convention. One of the ministers felt called upon to approach Mr. Phillips, and asked him: "Are you Mr. Phillips?" "I am, sir." "Are you trying to free the niggers?" "Yes, sir; I am an abolitionist." "Well, why do you preach your doctrines up here? Why don't you go over into Kentucky?" "Excuse me, are you a preacher?" "I am, sir." "Are you trying to save souls from hell?" "Yes, sir; that's my business." "Well, why don't you go there?" The assailant hurried into the smoker amid a roar of unsanctified laughter.—*Catholic Columbian.*

Wasting the Tea.—"Why don't you ask that young man up to tea some evening, dear?"

"I don't believe it would do any good, mother. He's a confirmed bachelor."—*Detroit Free Press.*

Something Worth Painting.—Robert Henri, the painter, discust at a dinner the popular taste in art.

"The popular taste in art," he said, "is apt to be peculiar."

"Once in Vermont I was at work upon a picturesque bit of woodland—a lane, a tree, a charming effect of sunlight, and shadow—when a hand fell heavily on my shoulder, and the voice of a young farmer said:

"'What are ye paintin' that little bit o' road fur? Come along with me, mister, an' I'll show ye somethin' worth paintin'—three miles o' road, all just repaired.'"—*Washington Star.*

An Eye to Business.—Mr. H. G. Wells, the novelist, tells a story of a gentleman next to whom he once sat at a public dinner. The conversation had turned upon one of his own books and Mr. Wells had said something to the effect that "were there no self-seekers the world would be a very Utopia." This neighbor promptly observed "I maintain that all water used for drinking and culinary purposes should be boiled at least an hour." "You are a physician, I presume?" suggested the novelist. "No, sir," was the unexpected reply, "I am in the coal line."—*The Standard.*

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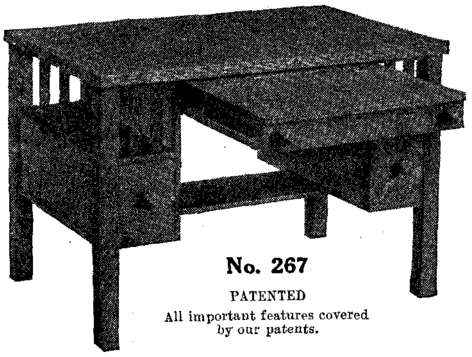
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CURRENT EVENTS

Foreign

March 28.—Three hundred people are killed and seventy injured by a fire in a dance-hall in the village of Oekoerite, Hungary.

Ex-President Roosevelt addresses the students of the University of Egypt at Cairo, praising British rule and denouncing the assassination of Premier Boutros.

The Prince of Monaco grants his people the right to choose a Parliament.

A destructive hurricane sweeps the Fiji Islands.

Eight men are killed by the blowing out of a breech-block of a gun on the United States cruiser *Charleston*, off Luzon.

Edouard Colonne, a noted French composer, conductor, and violinist, dies in Paris.

March 29.—The French Chamber of Deputies and Senate adopt the Franco-American tariff agreement.

March 30.—Ex-President Roosevelt and family sail from Alexandria for Naples.

About 200 soldiers are injured and 22 are killed in a railroad wreck at Mülheim-on-the-Rhine, Germany.

The death of King Menelek II. of Abyssinia is announced.

March 31.—A number of people are killed by a blizzard in Austria.

Myra Kelly, the American author, dies in Torquay, England.

An "All-for-Ireland League" is organized in Cork.

Domestic

WASHINGTON

March 25.—The House of Representatives approves the Republican and Democratic caucus selections for members of the new Rules Committee.

March 26.—The tariff dispute with Canada is settled at a White House conference between President Taft, Secretary Knox, and W. S. Fielding, Canadian Minister of Finance.

In the Ballinger investigation, Mr. Vertrees, Secretary Ballinger's counsel, emphatically states that all the Pinchot-Glavis charges will be proved false.

March 28.—Justice David J. Brewer, of the United States Supreme Court, dies in Washington.

March 29.—A House committee is given authority to investigate the existence of a ship-subsidy lobby

March 30.—It is announced that about $3,000,000 has been paid in under the corporation-tax law.

March 31.—The President signs the final proclamations extending the minimum rates of the Payne Tariff to all the nations of the world.

GENERAL

March 24.—The Lehigh Valley Railroad announces an increase of pay for firemen and trainmen.

March 25.—Fourteen persons are burned to death in a fire in Chicago.

Lieutenant Shackleton, holder of the "Farthest South" record, arrives in New York.

March 26.—Kansas City has raised the million-dollar fund required to maintain freight boats on the Missouri River.

March 28.—President Taft attends the annual dinner of the Yale class of '78 at the University Club, New York City.

Levi C. Weir, president of the Adams Express Company, dies in New York City.

March 29.—The Pennsylvania Railroad announces a wage increase affecting 185,000 employees.

By a vote of 40 to 9, the New York State Senate sustains the bribery charges against Senator Jotham P. Allds; Mr. Allds resigns his seat previous to the vote.

Alexander Agassiz, naturalist and mine-owner, dies on the steamer *Adriatic*, en route from Southampton to New York.

March 30.—Charles Sprague Smith, founder and head of the People's Institute in New York, dies in that city.

The Philadelphia and Reading Railroad announces a 6 per cent. increase in wages for all employees drawing less than $300 a month.

The Governors of the New York Stock Exchange adopt a number of rules tending to reform transactions on the exchange.

April 1.—Two hundred thousand soft-coal miners throughout the country go on strike.

Revised.—FRIEND (to interesting invalid)—"Never mind, dear, you'll soon be better. Remember, it's only the good that die young."

INTERESTING INVALID—"You've got it the wrong way. You mean it's only the young who die good."—*Illustrated Bits.*

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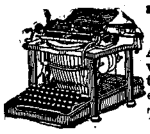
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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

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"Denver," Denver, Colo.—"Which of the two spellings, 'arroyo' or 'arroya,' is correct, and what is the pronunciation of this word?"

The word is correctly spelled *arroyo,* and is pronounced ar-roi'o (oi as in oil, o as in no). The term is applied to a small stream, or its dry bed.

"J. E. R.," Brooklyn, N. Y.—"Kindly state if the word 'reciprocity' is correctly used in the following connection: 'The Reciprocity Proclamation of President Harrison.'"

Altho the word "reciprocity" is a noun, it is here used attributively. Such a use of nouns is correct, according to the ruling that "other parts of speech, especially nouns and participles, . . . may become adjectives."

"A. B. C.," Providence, R. I.—"Please state if the following sentence is grammatically correct, and, if not, how it could be improved: 'There were other candidates, doubtless, who would have made an excellent superintendent.'"

The wording of this sentence conveys the impression that *several* candidates could combine and make *one* superintendent. This is due to an incorrect combination of singular and plural forms. Any one of the following constructions would correctly express the idea intended: "There were other candidates, doubtless, *any one of whom* would have made an excellent superintendent."—"There were other candidates, doubtless, *each of whom* would have made an excellent superintendent."—"There were other candidates, doubtless, who would have made excellent *superintendents.*"

"W. C. C.," Rosedale, Miss.—"Please give the rule explaining the use of the pronoun 'he' in the following sentence from Emerson's essay on 'Self-Reliance': 'A man is to carry himself in the presence of all opposition as if everything were titular and ephemeral but *he.*'"

Grammarians differ on this point of whether or not "but" may be considered a preposition. As a preposition it would, of course, govern the objective case, and "him" would be the correct form of the pronoun. Much literary authority, however, can be cited in support of the nominative case following the word "but" in constructions of this kind. The STANDARD DICTIONARY records the prepositional use of "but," while Murray states that it is "an elliptical development of the conjunction." In view of the diversity of opinion existing upon the subject, no absolute rule can be given.

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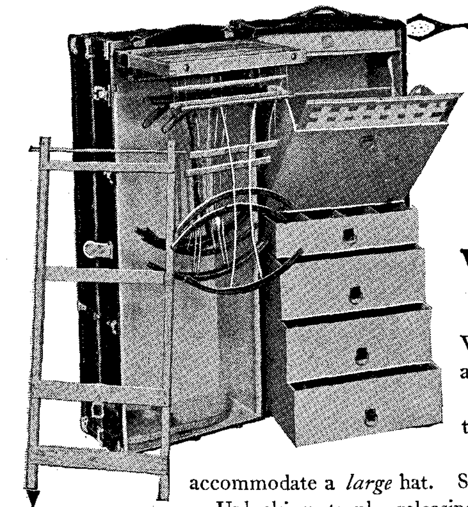

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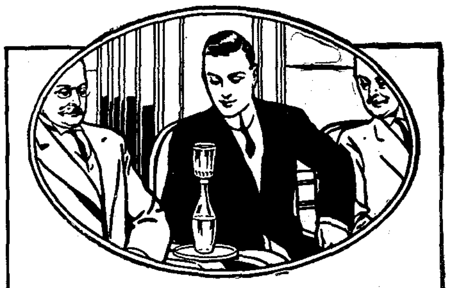

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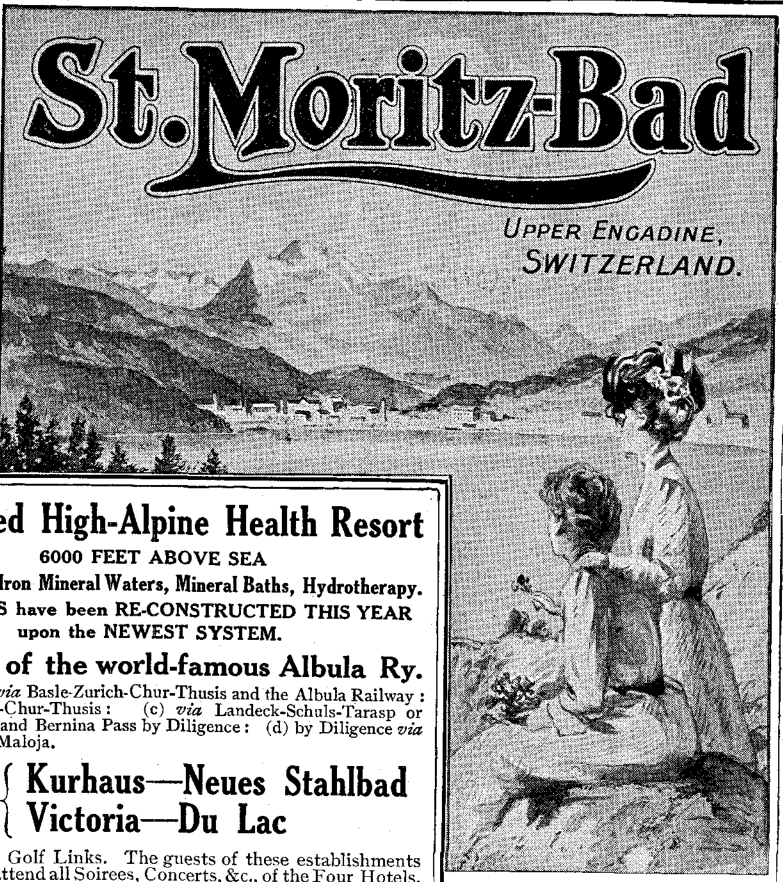

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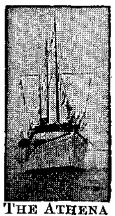

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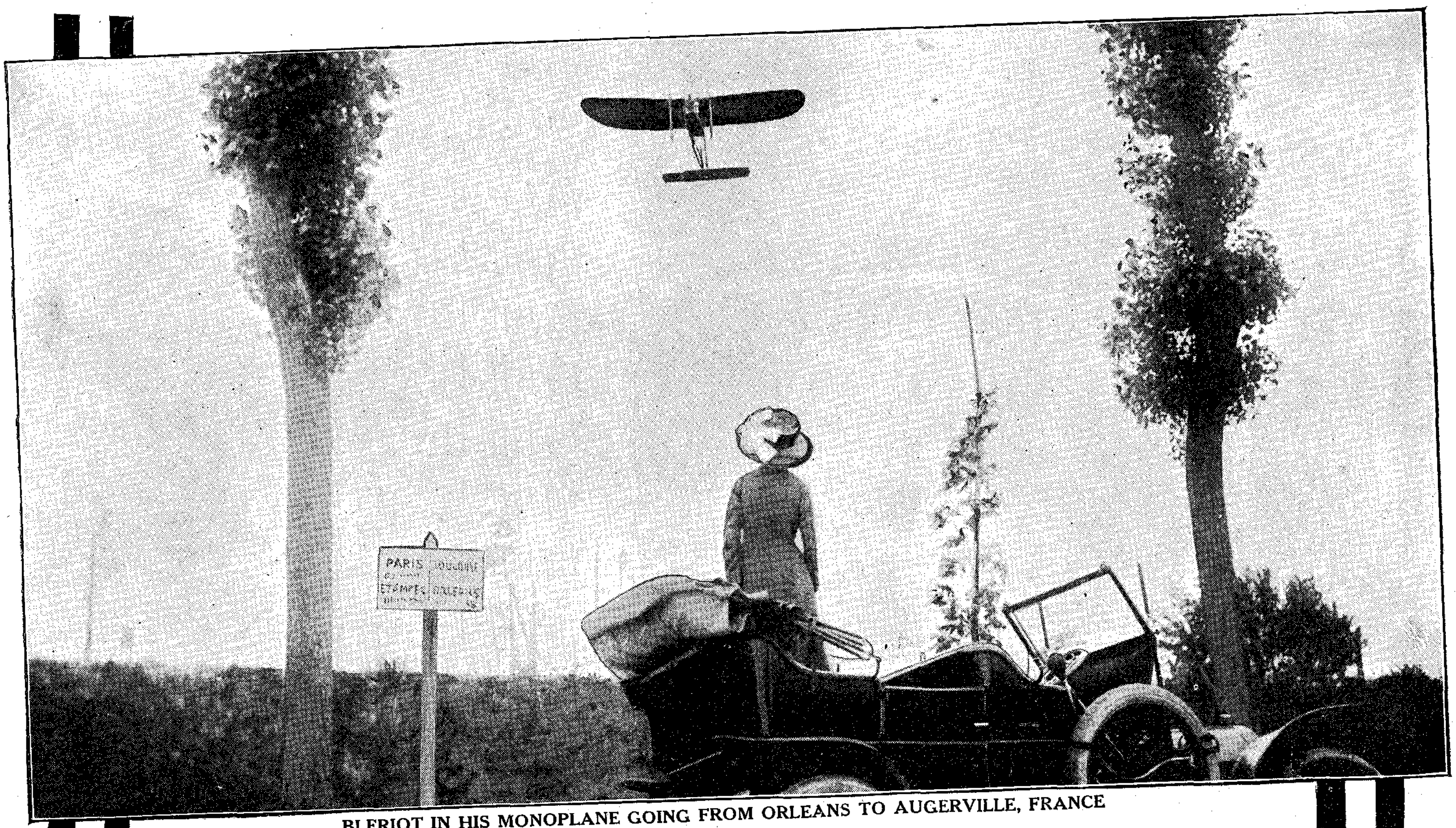

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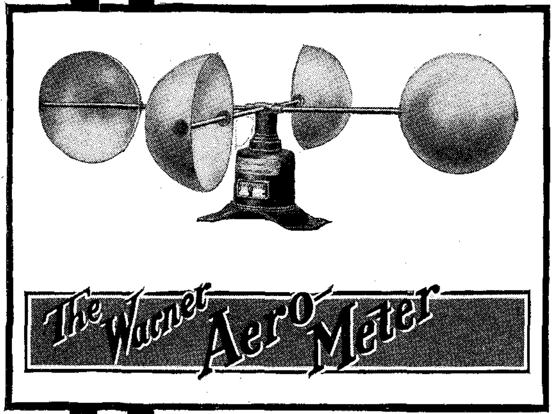

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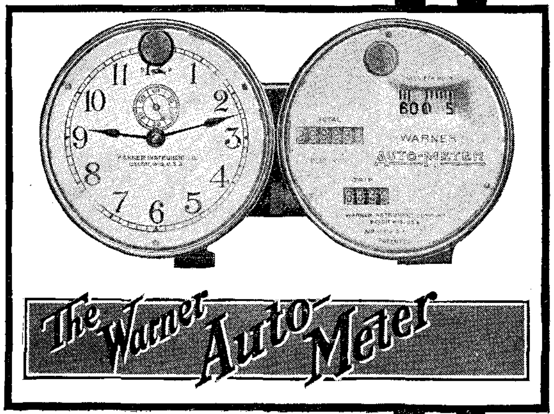

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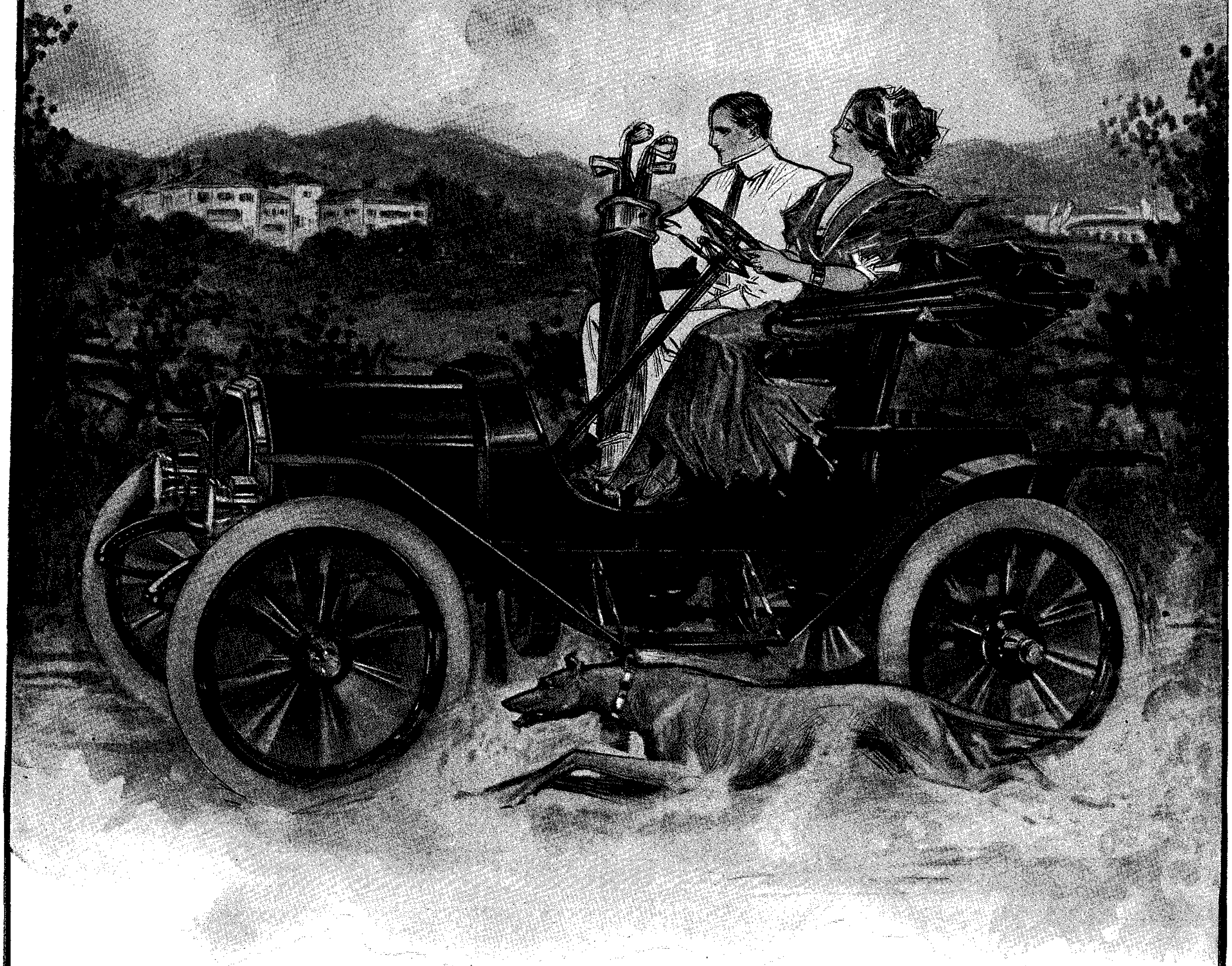

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